

CITY OF PASADENA

Land Use

Mobility

Public Facilities

Historical/Cultural

Cultural/Recreational

Economic Development and Employment

Social Development

Housing

Conservation

Open Space

Scenic Highways

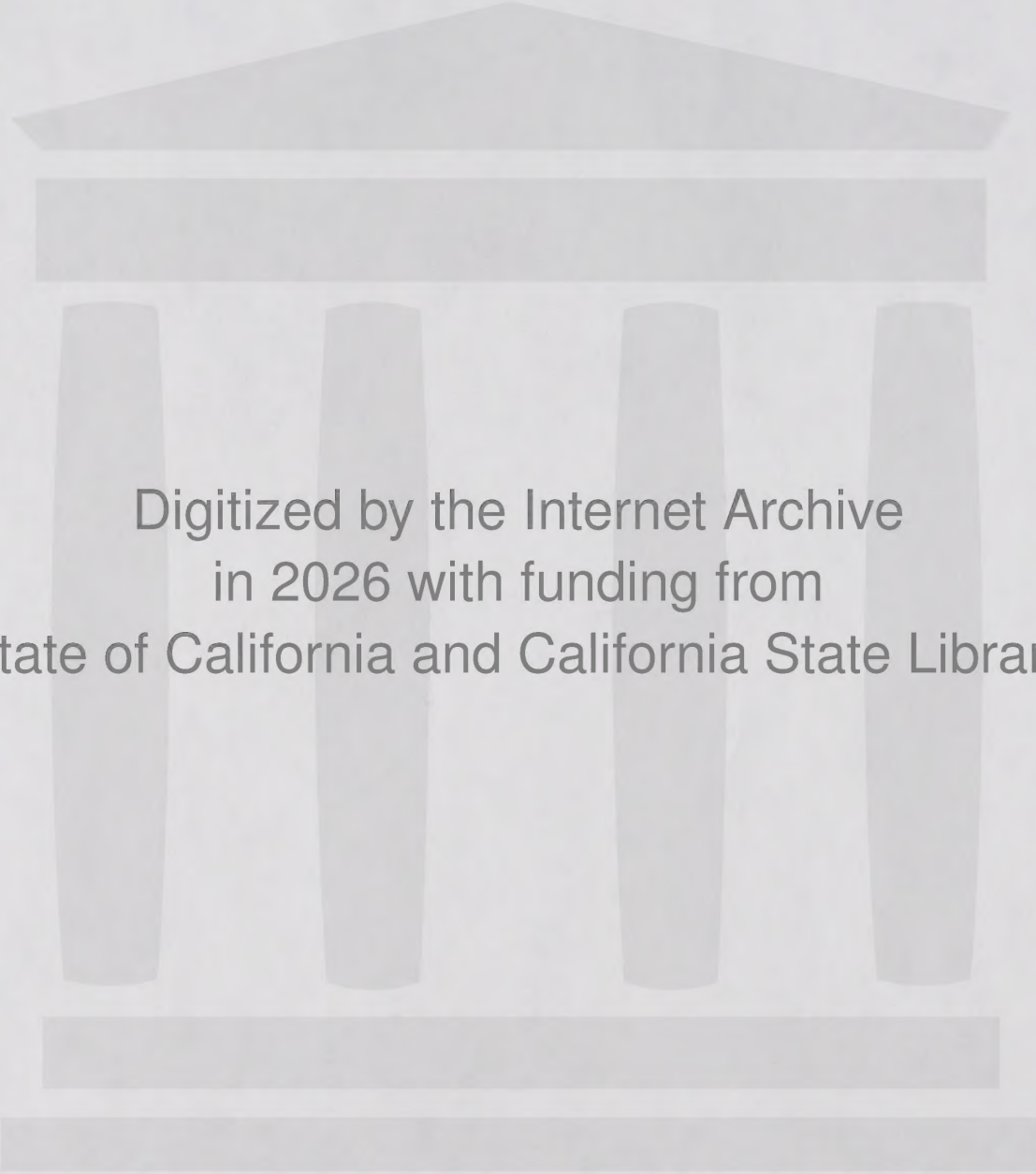
Noise

Energy

Seismic and Safety



COMPREHENSIVE GENERAL PLAN



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CITY OF PASADENA

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COMPREHENSIVE GENERAL PLAN

Adopted May, 1994

Updated Feb, 1999

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THE CITY OF PASADENA COMPREHENSIVE GENERAL PLAN

THE CITY OF
PASADENA
COMMUNITY DEVELOPMENT
DEPARTMENT

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VISION STATEMENT

Pasadena is a great city -- a diverse and beautiful community. From the beginning, Pasadena has been a city that believed in the future.

Pasadena is world-famous for our architectural landmarks and world-renowned institutions and events. We have become a regional economic, cultural and educational center, employing close to 100,000 people. We cherish our historic character, especially our distinct residential neighborhoods, each with their own special identity. We have a tradition of citizen activism, dedicated to protecting our quality of life. But we also are a changing urban community faced with harsh challenges of poverty, pollution and economic competition.

This Draft General Plan is our new vision for achieving a greater city in the years ahead. This plan affirms -- and reaffirms -- the values of our community. These values are embodied in the General Plan's Seven Guiding Principles:

1. **Growth will be targeted to serve community needs and enhance the quality of life.** Higher-density development will be redirected away from our neighborhoods and into our downtown and along major transit corridors to create an exciting urban core with diverse economic, housing and cultural opportunities. The targeted growth areas will also include open spaces, green belts and urban parks.
2. **Change will be harmonized to preserve Pasadena's historic character and environment.** Citywide design principles will be established so that new development blends with the old; historically and architecturally significant buildings will be preserved; new public spaces will be acquired; and we will act as stewards of our natural environment.
3. **Economic vitality will be promoted to provide jobs, services, revenues and opportunities.** A diverse economic base with jobs for Pasadena residents will be promoted; existing businesses will be encouraged to stay or expand; affordable housing will be provided for the labor pool; the continued fiscal health of the city will be ensured.
4. **Pasadena will be promoted as a healthy family community.** Safe, well-designed, accessible and human-scale residential and commercial areas will be provided where people of all ages can live, work and play including neighborhood parks, urban open spaces and the equitable distribution of public and private recreation facilities. Human services will be coordinated and made accessible to those who need them.
5. **Pasadena will be a city where people can circulate without cars.** Specific plans in targeted development areas will emphasize mixed uses, pedestrian activity and transit; public and private transit will be made more available; neighborhood centers and urban villages will be promoted to reduce the need for auto use.
6. **Pasadena will be promoted as a cultural, scientific, corporate, entertainment and educational center for the region.** Long-term growth opportunities will be provided for existing institutions; a healthy economy will be fostered to attract new cultural, scientific, corporate, entertainment and educational institutions.
7. **Community participation will be a permanent part of achieving a greater city.** Citizens will be provided with timely and understandable information on planning issues and projects; citizens will directly participate in shaping plans and policies for the city's future.

VISION STATEMENT

Education is a great gift - a gift that can change a life. At the same time, it is a great responsibility. It is our duty to ensure that every child has access to quality education, and that every child is given the opportunity to reach their full potential.

Education is the key to a better future. It is the foundation upon which all other achievements are built. We believe that every child has the potential to succeed, and that education is the best way to ensure that potential is realized. We are committed to providing a high-quality education for every child, and to ensuring that every child has the opportunity to reach their full potential.

The Great Education Fund is a not-for-profit organization that is dedicated to providing a high-quality education for every child. We are committed to ensuring that every child has access to quality education, and that every child is given the opportunity to reach their full potential.

Our vision is to provide a high-quality education for every child, and to ensure that every child has the opportunity to reach their full potential. We are committed to providing a high-quality education for every child, and to ensuring that every child has the opportunity to reach their full potential.

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I. THE COMPREHENSIVE GENERAL PLAN ELEMENTS

A. BACKGROUND

California law requires each city and county to adopt a comprehensive, long-term, internally consistent general plan. The law requires that, at a minimum, the general plan identify issues and provide policies for seven broad areas, called "elements": land use, circulation, housing, open space, conservation, noise and safety. The law permits other issues to be addressed, either within the required elements or as additional ones. The law requires that day-to-day decisions of a city follow logically from and be consistent with the General Plan.

General plans provide the overall framework for translating broad community values and expectations into specific strategies for managing growth and enhancing the quality of life. Also, general plans contain estimates of future population, housing and employment which serve as the basis for infrastructure and service planning. As underlying assumptions change and events unfold, general plans should be regularly reviewed and updated so they remain realistic documents to achieve the community's vision.

B. The City of Pasadena Comprehensive General Plan Program

The City of Pasadena's General Plan has not been comprehensively updated since 1976. In 1989, the voters approved the Growth Management Initiative (GMI), which placed annual caps on the amount of residential and nonresidential development which could be approved, and required projects not exempt from the initiative to compete with other projects in order to obtain a development allocation. Some exemptions from GMI are: affordable housing, housing in redevelopment areas, non-residential development in Northwest Pasadena, and development pursuant to the Civic Center Master Plan. Several organizations filed a lawsuit against GMI and, in 1991, the Court approved an out-of-court settlement. The settlement required that GMI be placed on the November, 1992 ballot to consider it for repeal and, in the meantime, the City would revise the Land Use and Circulation (Mobility) elements of the General Plan, to guide development in Pasadena.

The 1992 Comprehensive General Plan Revision Program is a direct response to the growth management issues which preoccupied the City during much of the 1980's. The central philosophy of the revision program was to develop a unified vision for the future of the City, one which is shaped and driven by community values and reflects the input of Pasadena residents.

The foundation of the revision program was an extensive and far-reaching community outreach program. Using a variety of techniques and media, the outreach program aimed to simultaneously educate the public on planning issues and provide numerous opportunities for active participation. Spanning a seven month period, nearly 3,000 residents attended over 55 forums, workshops and speakers events; in addition, three newsletters were mailed to over 65,000 households and businesses.



In 1886 the City of Pasadena incorporated.

Detailed summaries of the community outreach program can be found in the Technical Appendices. The major issues and findings which were identified are listed below:

- Pasadena residents favor **open space preservation** and acquisition of parks where possible.
- They are opposed to uncontrolled growth, but favor **targeted growth** that serves community needs and enhances the quality of life.
- Residents feel strongly about **preserving Pasadena's character and scale**.
- **Economic development in the Northwest** area of the city is especially desired. Residents want housing renovation, and development of neighborhood-serving retail and light manufacturing (distributed throughout the city).
- **Mixed use development** is strongly favored. Residents would like to see mixed use development nodes served by transit along Colorado Boulevard and the addition of housing to the urban core.
- Pasadena desires the **preservation of historic buildings** through housing renovation and adaptive reuse of commercial structures.
- **Additional housing** is needed, especially two- and three-bedroom single-family homes and high-quality multi-family housing.
- **More affordable housing** is needed in Pasadena and should be distributed equitably throughout the city. **Senior housing** is also needed at a variety of income levels.
- Residents favor some retail, office, light industrial and manufacturing development in several areas of the city to promote the **creation of jobs and revenues**.
- To serve as a gateway to the community, **East Pasadena should be upgraded** through the addition of mixed use development and light industrial and manufacturing uses. **East Colorado Boulevard** should be given special attention.
- The **design quality** of new development is important, including scale, appropriateness of style and the materials used.
- **Community services and facilities**, such as police substations, health services, teen centers and libraries need to be increased in the Northwest, and additional child care and adult day care centers are needed citywide.

The name, Pasadena, formally adopted in 1875. The name is derived from the Chippewa language and means "Crown of the Valley" or "Valley Between Two Hills".

These major themes were synthesized into the Guiding Principles, which represent the overall framework for developing, interpreting and implementing the Comprehensive General Plan. These Principles are as follows:

Growth Will be Targeted to Serve Community Needs and Enhance the Quality of Life.

Change Will be Harmonized to Preserve Pasadena's Historic Character and Environment.

Economic Vitality Will be Promoted to Provide Jobs, Services, Revenues and Opportunities.

Pasadena Will be Promoted as a Healthy Family Community.

Pasadena Will be a City Where People can Circulate Without Cars.

Pasadena Will be Promoted as a Cultural, Scientific, Corporate, Entertainment and Educational Center for the Region.

Community Participation Will be a Permanent Part of Achieving a Greater City.



Throop University, later called Caltech, was founded in 1891.

The first phase of the General Plan Revision Program will focus on the Land Use and Mobility elements. However, it is recognized that the community outreach program identified issues and concerns which go beyond these two elements. The City will update and revise the remaining elements of the General Plan to respond to these issues and to attain internal consistency with the new Land Use and Mobility elements concurrent with the environmental documentation for Land Use and Mobility.

C. ORGANIZATION OF THE GENERAL PLAN ELEMENTS

The Comprehensive General Plan Revision Program will result in a reorganized General Plan document. The 1976 General Plan contains 16 elements; in addition, the Growth Management Initiative is an element of the General Plan.

The reorganized Comprehensive General Plan will be reduced to the seven elements required by State law (Land Use, Mobility, Housing, Open Space, Conservation, Noise, and Safety) plus an eighth element devoted to economic development and employment issues and a ninth element dealing with human services and health. Issues which were dealt with in the remaining elements will be consolidated into a mandatory element as follows:

EXISTING GENERAL PLAN

Land Use
Circulation
Housing
Open Space
Conservation
Noise
Seismic and Safety
Urban Design
Public Facilities
Historical/Cultural
Cultural/Recreational
Economic Development
and Employment
Social Development
Neighborhood Enhancement
Scenic Highways
Energy
Growth Management

REVISED GENERAL PLAN

Land Use
Mobility
Housing
Green Space
Conservation
Noise
Safety
Land Use
(To Be Deleted)
Conservation
Green Space, Arts & Cultural
Economic Development
and Employment
Human Services and Health
Housing
(To Be Deleted)
Conservation
Land Use; Mobility;
Conservation; Green Space;
Economic Development and
Employment



The Colorado Street Bridge was constructed in 1913 uniting both sides of the Arroyo Seco.

Physical Development

The following sections of the General Plan encompass the areas of Land Use, Mobility, Public Facilities, Urban Design, Historical, Cultural and Recreational Resources. These represent the major considerations in the spatial distribution of urban activities and the facilities necessary to support them. In differing degrees, all of the sections contain policies or proposals which relate these elements to each other. The Land Use and Mobility sections are inseparably interrelated. Circulation system must be designed around land use patterns and land use intensities need to be kept in scale with the capacity of the circulation system. In the same sense, land use, mobility, and public facilities are aspects of urban design. The availability of public facilities is a prime consideration in the development of land use plans and policies. Historic, cultural and recreational resources are in aspect of physical development particularly significant to Pasadena.

Adoption Dates

Public Facilities, Urban Design, Historical and
Cultural Resources

November 25, 1975
(Resolution No. 2647-1)

Cultural and Recreational

August 16, 1983
(Resolution No. 4991)

Revision Dates

Mobility

April 18, 1994
(Resolution No. 7106)

Land Use

May 16, 1994
(Resolution No. 7107)

AN OVERVIEW

The Land Use Element is a key component of the City of Pasadena's Comprehensive General Plan. It provides a framework for the city's future growth and development, and is a key tool for the city's planning and development process.

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LAND USE



ELEMENT

In addition, various other areas will also be affected by development. The City of Pasadena is committed to the development of a sustainable city, and the Land Use Element is a key tool for the city's planning and development process.



LAND USE



ELEMENT

II. LAND USE ELEMENT

A. OVERVIEW



The Land Use Element targets higher density development into specific areas in order to protect residential neighborhoods and to create mixed use urban environments oriented to transit and pedestrian activity. This targeted development will be of high quality and reflect the historic scale and character of Pasadena while ensuring the continued vitality of Pasadena's economy.

The Land Use Element advocates several strategies for targeting growth. **Specific plans** determine precise land use patterns, zoning, setbacks, and design within defined boundaries. Specific plans will be used in seven major targeted development areas: The Central District; West Gateway; South Fair Oaks Biomedical Center; East Colorado Boulevard; East Pasadena; North Lake; and Fair Oaks/Orange Grove. All seven areas will emphasize their linkages to transit by clustering mixed use projects near light rail stations and along Lake Avenue and Colorado Boulevard. Each specific plan area will have a different overall focus. For example, the Central District's role as the city's urban core will be strengthened by encouraging urban villages, live-work spaces, in-town housing and cultural and entertainment opportunities. East Pasadena seeks to enhance the city's job base by providing land reserved for light industrial uses. The Land Use Element outlines the objectives for each specific plan area and defines the amount and mix of land uses that will be allowed.

In addition, **redevelopment areas** will absorb sufficient development to accomplish the objectives which have been established for these areas. The redevelopment areas which are located in Northwest Pasadena include Fair Oaks, Lincoln Avenue, Villa Parke and Lake/Washington and are supported by the General Plan. The Land Use Element also supports the continued implementation of the **Northwest Enterprise Zone Program** to encourage the retention and expansion of existing businesses and the creation of jobs for Pasadena residents.

Finally, the potential for development in other parts of the city will be reduced through **rezonings** to enhance and encourage the status of the targeted development areas as the preferred location for growth. To reinforce the priority of the need for affordable housing, it is encouraged throughout the City by exempting it from limits on residential growth.

Targeted development will not compromise the quality of life. The Land Use Element contains policies to provide safe and well-designed public spaces, preserve the city's heritage, ensure the accessibility of human services, and foster our stewardship of the natural environment. The community residents are encouraged to actively participate in decisions that effect them, including land use policy and specific development proposals.

BACKGROUND

California law requires the Land Use Element to designate the proposed general distribution and general location and extent of the uses of land for various categories of private and public uses, and provide building intensity and population density standards. The Land Use Element consists of objectives, policies and a diagram which, taken together, comprise a unified set of policies for future growth and development.

As required by law, the Comprehensive General Plan Revision Program will result in a Land Use Element that is internally consistent with the other elements of the City of Pasadena's Comprehensive General Plan, including the recently revised Housing Element (1989). In particular, the Land Use Element establishes a development pattern and densities which support the Mobility Element's strategies for reducing reliance on the automobile, and sets aside a supply of land of varying densities for increasing the potential for affordable housing, directs growth away from neighborhoods and historic resources, and provides for an urban core with a wide variety of mixed uses and activities.

Existing Land Use

Nearly 58% of Pasadena's acreage is devoted to residential uses of varying densities. An additional 9% of the land is allocated to commercial uses, including offices, restaurants and retail stores. Only 2% of the land is used for industrial purposes, such as manufacturing and warehousing. The remaining 31% of the land is distributed among open space/parks, institutional uses, or is vacant.



Approximately 800 acres, or 7% of the total land in the city, is currently vacant or used for surface parking. However, some 400 of these acres are in the hillside areas of the City and may not be easily developable due to topographical constraints. Therefore, absorbing new development and growth will largely involve redeveloping underutilized parcels and renovation of existing structures. This is due to the fact that Pasadena is primarily a "built-out" city.

Population and Demographics

Pasadena's total population grew during 1970-1990 from 113,327 to 131,591 people. Nearly three-fourths of that increase occurred between 1980 and 1990. The population increased by 13,041 people, or 11% for the decade.

The 1990 Census revealed four significant trends: the total population grew; the proportion of those in their early working years increased significantly; the diverse racial and ethnic mix became more balanced; and household sizes increased.



Based on Pasadena's growth during 1970-1990, a population of 152,798 may be projected for the year 2010, an increase of 16 percent over the 1990 population. The Southern California Association of Governments (SCAG) projects a population of approximately 20.5 million people in 2010 for the six counties in the region, an increase of approximately 40 percent over the 1990 population.

Housing



Since 1970, Pasadena's housing mix has shifted gradually from single-family to multi-family. Single-family homes have decreased both in total number and as a percentage of total housing. At the same time, there was a significant increase in multi-family dwellings, particularly developments containing five or more units per structure. This trend is expected to continue given land values, the lack of buildable land for single-family homes, and the serious shortage of housing.

If housing production continues at the rate of the 1970-1990 period, Pasadena will have 59,136 units in 2010, an increase of 12 percent over 1990. SCAG projects an increase of 32 percent in housing units during the same period for Los Angeles County, and of 45 percent for the six-county region.

Employment



Employment projections for the region and local area are extremely variable due to the restructuring of the national economy. In addition, accurate information concerning local employment totals is not presently available. It is estimated that 1990 employment in Pasadena totaled 95,170 jobs, based on the floor area of Pasadena structures available for non-residential use. Pasadena will provide 127,108 jobs in 2010, if non-residential development continues as projected in this Element. SCAG estimates that there were 4,640,681 jobs in Los Angeles County in 1990. The SCAG forecast for Los Angeles employment in 2010 is 5,699,072 jobs.

State and Regional Planning Efforts



Pasadena's local planning efforts must be responsive to various undertakings designed to improve regional and statewide growth management coordination. SCAG is presently revising the Regional Comprehensive Plan (RCP), which includes elements governing regional mobility, housing, air quality and growth management, among others. Development projections adopted by the City of Pasadena are consistent with those given in the Draft RCP. SCAG will adopt the RCP during 1994.

As part of the RCP effort, the City of Pasadena affiliated with the Arroyo-Verdugo and San Gabriel Valley subregions. Each subregion is responsible for developing subregional planning input to the RCP, and will also serve as the focal point for implementing federal, state and regional mandates.

The regional Air Quality Management Plan (AQMP) was approved by the Southern California Air Quality Management District and the SCAG in a joint meeting on March 17, 1989. The AQMP is a comprehensive control program that will bring the basin into compliance with all state and federal air quality standards. One of the provisions of the AQMP is that cities must address air quality issues in their general plans either by preparing a separate air quality element or by incorporating programs into other elements of their general plans. The City of Pasadena joined with the other members of the West San Gabriel Valley Planning Council to prepare a subregional AQMP.

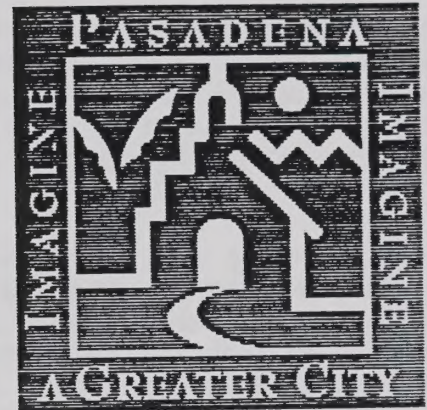
In terms of mobility, Pasadena must coordinate with various regional transportation agencies including the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (LACMTA), South Coast Air Quality Management District (SCAQMD), the Tri-Cities Transportation Coalition and the San Gabriel Valley Coalition in addition to adjoining municipal jurisdictions and the County of Los Angeles.

In recognition of the regional aspects of growth management, legislation is being considered by the governor and the state legislature to address this important issue. Pasadena will continue to manage local growth through the General Plan in a manner consistent with state and regional policies.



In 1924, the cornerstone of the new Community Playhouse on South El Molino was laid. In 1937, the California State Legislature designated the Pasadena Playhouse as the official State Theatre.

LAND USE ELEMENT



OBJECTIVES &
POLICIES

THE NEW YORK PUBLIC LIBRARY



ASTOR LENOX TILDEN FOUNDATION DESIGNER & ARCHITECTS



THE NEW YORK PUBLIC LIBRARY
ASTOR LENOX TILDEN FOUNDATION
100 N. 4TH ST. NEW YORK, N.Y.

B. OBJECTIVES AND POLICIES



This section calls out the City's land use objectives and policies as they relate to each of the seven Guiding Principles of the General Plan. In conjunction with the Land Use Diagram, these objectives and policies are designed to ensure consistent interpretation of the General Plan, and to provide a focus for citywide decision making.

GROWTH WILL BE TARGETED TO SERVE COMMUNITY NEEDS AND ENHANCE THE QUALITY OF LIFE

Pasadena can absorb growth and still remain a healthy and vibrant community if this growth is managed and is in areas that can best accommodate it. The key is to target and concentrate appropriate growth into our downtown and along our major transit corridors such as the proposed light rail line, to create vibrant, pedestrian-oriented urban environments.

Targeting of the type and location of new growth allows us to enhance areas of the city that need improvement such as the Northwest and East Colorado Boulevard and add needed jobs and housing without increasing traffic or intruding on neighborhood quality of life. Similarly, parks and open space should be planned for and targeted to those areas where the need is greatest and where there will be increased housing densities.

A variety of types of development are necessary to Pasadena's future. In every case, however, the city expects the quality of development to reflect Pasadena's history and image.

The proposed light rail line connecting Pasadena to Los Angeles and to other destinations throughout the Los Angeles basin, provides an opportunity to target new development to accessible locations. The Central District and other targeted development areas are located near the stations or along the light rail route and will absorb development, jobs and housing that is beneficial to immediate neighborhoods and to the whole city.

Affordable housing is a significant community need, one which shapes the quality of life. Present and future residents of Pasadena, like people throughout the region, need housing affordable at a variety of income levels. Though nearly all of the City's supply of rental housing is priced below the top of the moderate (middle)-income rental range, nearly half of the city's renters, and especially those with low and very low incomes, now pay more than 30 percent of their incomes for rent. To meet the housing needs, housing will be targeted at many of the transit stations and in the downtown, while affordable housing will be distributed throughout the city.

OBJECTIVE 1 - TARGETED DEVELOPMENT: Direct higher-density development away from Pasadena's residential neighborhoods and into targeted areas, creating an exciting urban core with diverse economic, housing, cultural and entertainment opportunities.

Policy 1.1 - **Targeted Development Areas:** Geographical areas have been identified where the bulk of future economic development is to occur.

Policy 1.2 - **Specific Plans:** For identified targeted development areas, as a principal implementation tool, utilize Specific Plans containing development standards, distribution of land uses, infrastructure requirements and implementation measures.

Policy 1.3 - **Transit-Oriented and Pedestrian-Oriented Development:** Within targeted development areas, cluster development near light rail stations and along major transportation corridors thereby creating transit oriented development "nodes" and encouraging pedestrian access.

Policy 1.4 - **Mixed Use:** Authorize and encourage Mixed Use development in targeted areas, including in-town housing, live-work spaces, and in-town commercial uses.

Policy 1.5 - **Urban Villages:** Authorize and encourage Urban Villages where appropriate and feasible in the urban core.

Policy 1.6 - **Neighborhood Commercial:** Encourage the provision of businesses that serve residents within walking distance of homes.

Policy 1.7 - **Neighborhood Centers:** In order to provide a focus and community center for neighborhoods, encourage the clustering of community-oriented services and amenities in and near residential neighborhoods, including schools, branch libraries, open space and parks including "tot lots", and limited neighborhood commercial uses.

Policy 1.8 - **Northwest Pasadena:** Revitalize Northwest Pasadena by implementing the Northwest Enterprise Zone and the Northwest Community Plan.

Policy 1.9 - **Other Geographical Areas:** Limit development outside targeted development areas.

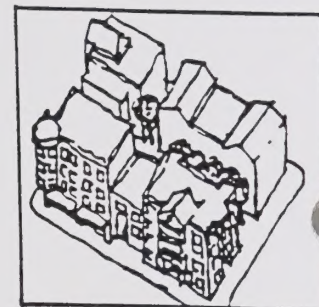
Policy 1.10 - **Capital Improvements:** Approve new City capital improvements consistent with concentrated development under Specific Plans for targeted development areas, while emphasizing maintenance and upgrades in areas outside targeted areas.

OBJECTIVE 2 - OPEN SPACE: Preserve and acquire open space in targeted development areas and residential areas of the City in order to enhance the quality of Pasadena life.

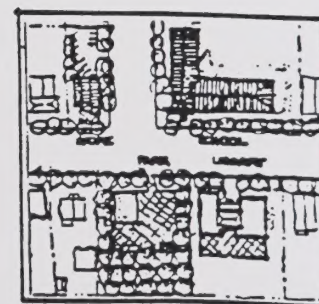
Policy 2.1 - **Neighborhood Parks:** Preserve, enhance and acquire parks in residential areas, with emphasis on planning for and locating parks within walking distance of multi-family housing.



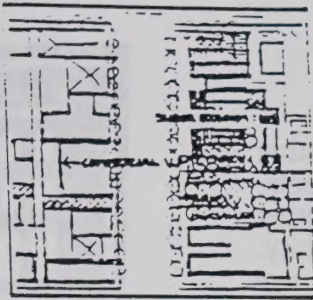
MIXED USE



URBAN VILLAGE



NEIGHBORHOOD CENTER



URBAN PARKS

Policy 2.2 - Urban Parks: Continue and complete efforts to enhance Central Park and Memorial Park.

Policy 2.3 - Urban Open Spaces: Encourage and require, where feasible, the incorporation of publicly accessible urban open spaces, including parks, courtyards, water features, gardens, passageways and plazas, into public improvements and private projects.

OBJECTIVE 3 - AFFORDABLE HOUSING: Encourage the retention and creation of affordable housing throughout Pasadena by providing sufficient land and densities to develop new affordable housing.

Policy 3.1 - Exemption for Affordable Housing: Allow development of residential units exceeding targeted development area if the units are ownership units affordable to moderate, low and very low income households, rental units affordable to low or very low income households, or senior housing.

Policy 3.2 - Density: Increase densities in certain areas, including Mixed Use and Urban Village areas, to encourage the production of affordable housing - ownership units affordable to moderate, low and very low income households, rental units affordable to low or very low income households, or senior housing.

OBJECTIVE 4 - LIMITED DEVELOPMENT: Development citywide shall be limited to the building intensity levels established in this Element.

Policy 4.1 - Zoning: Establish zoning designations and standards which are consistent with the Citywide intensity standards established in this Element.

Policy 4.2 - City Priorities: New development projects shall provide the land uses identified as City priorities in this Element.

**CHANGE WILL BE HARMONIZED
TO PRESERVE PASADENA'S
HISTORIC CHARACTER AND ENVIRONMENT**



The principle of harmonizing change and preserving the existing environment is of tremendous importance to Pasadena residents. Harmonizing change requires that new development and other physical alterations respect the existing character and scale of the city. Change and development must be accomplished in a fashion that enhances and blends with Pasadena's existing qualities, both physical and social. Regardless of style, new development should be carefully and sensitively designed.

Development should respect existing social fabric as well as the natural and built environment. Housing should be provided not only for future residents of Pasadena but also for present residents and their families.

Open spaces and streets should be as carefully designed and preserved as buildings. The city's public spaces are as important to its citizens as its buildings. Priority should be given to updating the Open Space Element. It will become the Green Space Element of the General Plan, addressing urban open spaces, urban forestry, parks, and natural areas and reflecting the concerns and desires of the residents.

OBJECTIVE 5 - CHARACTER AND SCALE OF PASADENA: Preservation of Pasadena's character and scale, including its traditional urban design form and historic character, shall be given highest priority in the consideration of future development.

Policy 5.1 - Urban Design Principles: Apply city-wide urban design principles to complement the scale and quality of the best of our architectural and urban design traditions.

Policy 5.2 - Urban Design Guidelines: Adopt urban design guidelines for each targeted development area and/or each identifiable design district in Pasadena.

Policy 5.3 - Character and Identity: Urban design programs, including principles and guidelines, shall reinforce the City's unique character, scale and identity.

Policy 5.4 - Neighborhood Character and Identity: Urban design programs, including principles and guidelines, shall recognize, maintain and enhance the character and identity of existing residential and commercial neighborhoods.

Policy 5.5 - Architectural and Design Excellence: The City shall actively promote architectural and design excellence in buildings, open space and urban design and shall discourage poor quality development.

Policy 5.6 - Human Values: Future development should reflect concern for the well-being of citizens - for workers, visitors, neighbors and passersby - and should embody the cultural values of the community; it should be accommodating, inspiring, inviting, and enduring.

Policy 5.7 - Enhanced Environment: Development should be shaped to improve the environment for the public; it should support the distinctiveness of the locality and region as well as the special characteristics of the existing fabric of the site's immediate surroundings.

Policy 5.8 - Imagination and Creativity: Encourage creative responses and solutions at many scales and levels of development on the part of the various peoples and cultures involved in designing and creating places.

Policy 5.9 - Contextual and Compatible Design: Urban design programs shall ensure that new development shall respect Pasadena's heritage by requiring that new development respond to its context and be compatible with the traditions and character of Pasadena, and shall promote orderly development which is compatible with its surrounding scale and which protects the privacy, and access to light and air of surrounding properties.

Policy 5.10 - Spatial Attributes: Promote development that creates and enhances positive spatial attributes of major public streets, open spaces, cityscape and mountain sight lines and important "gateways" into the City.

Policy 5.11 - Public Awareness: Promote a greater public awareness of the architectural, urban design and cultural heritage of the City.



Constructed in 1908, the Gamble House was designed by the architectural firm, Greene and Greene.

OBJECTIVE 6 - HISTORIC PRESERVATION: Promote preservation of historically and architecturally significant buildings and revitalization of traditional neighborhoods and commercial areas.

Policy 6.1 - Historic Inventory: Identify, document and evaluate the significance of individual historic and cultural resources and districts by conducting a Citywide historic resource survey and continuing the City's long-range program of conducting intensive surveys of the City's historic neighborhoods.

Policy 6.2 - Protection of Historic and Cultural Resources: Adopt new legislation to protect historic and cultural resources according to levels of significance and include provisions to deter the demolition of historically, architecturally and culturally significant structures.

Policy 6.3 - Adaptive Reuse: Encourage and promote the adaptive reuse of Pasadena's historic resources.

OBJECTIVE 7 - RESIDENTIAL NEIGHBORHOODS: Preserve the character and scale of Pasadena's established residential neighborhoods.

Policy 7.1 - Mansionization: Ensure that all new development in residential neighborhoods discourages mansionization.

Policy 7.2 - Subdivisions: Where subdivision of existing lots is proposed, provide that the resultant lots in the proposed subdivision are consistent with the prevailing size and character of lots in the immediate vicinity, and that the subdivision would not have a substantial adverse impact on adjacent residences.

Policy 7.3 - Unimproved Streets: No development on unimproved streets will be approved until adequate infrastructure improvements are in place or will be made.

Policy 7.4 - Infrastructure Improvements: Continue to implement capital improvements which will maintain or rehabilitate infrastructure, including improvements related to upgrading the water supply system and sewer system.

Policy 7.5 - Zoning Code Enforcement: Upgrade and improve zoning code enforcement in residential neighborhoods.

Policy 7.6 - Hillside: In recognition of the special character of the hillsides throughout the City, continue strict protections through city grading and hillside ordinances.

OBJECTIVE 8 - HOUSING SUPPLY: Encourage retention of Pasadena's existing supply of affordable housing.

Policy 8.1 - Second Unit: Support retention of existing units in specified zoning districts by allowing development of a single additional unit on a lot.

Policy 8.2 - Replacement of Affordable Housing: Mitigate the loss of existing affordable housing units by requiring applicants for certain projects to replace affordable housing demolished for new construction.

OBJECTIVE 9 - OPEN SPACE PRESERVATION AND ACQUISITION: Preserve and acquire open space in Pasadena in order to enhance the quality of Pasadena life.

Policy 9.1 - Open Space Corridors: Development of open space corridors, easement and acquisition programs and trails shall be established where feasible.

Policy 9.2 - Arroyo Seco: Continue and complete comprehensive planning for, and implementation of, plans for the Arroyo, including restoration of the natural area of the Lower Arroyo and the development of the Hahamonga Watershed Park Plan.

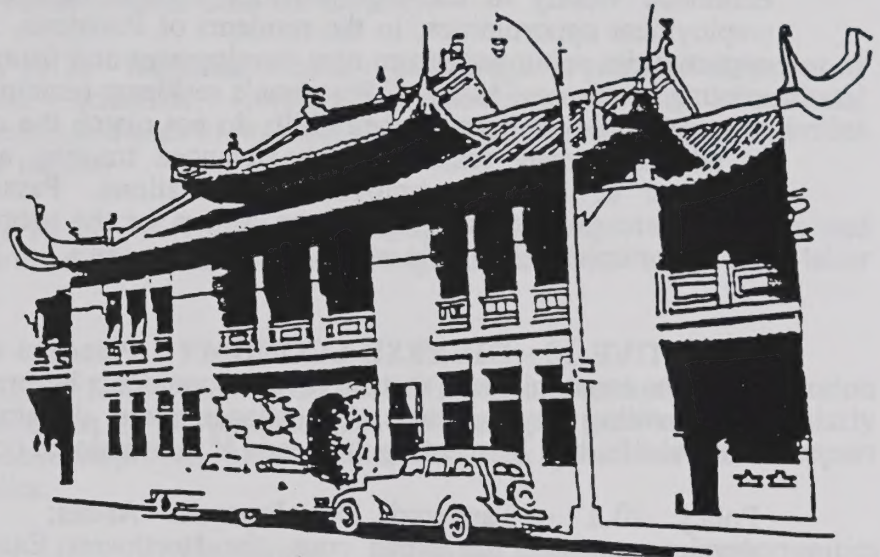
Policy 9.3 - Eaton Canyon: Identify and continue protection of Eaton Canyon as an open space and recreation area, and as a nature center.



During the 1890's the Hotel Green was a social and cultural center and included the annual ball of the Valley Hunt Club amongst its events.

Policy 9.4 - Adequate Open Space: Provide an adequate total quantity and equitable distribution of public or publicly accessible open spaces throughout the City.

Policy 9.5 - Stewardship of the Natural Environment: Encourage and promote the stewardship of Pasadena's natural environment, including water conservation, clean air, natural open space protection, and recycling. Encourage the use of native, water conserving and regionally appropriate landscaping.



Designed by the leading architectural firm of Merston, Val Pelt and Mayberry, the Pacific Asia Museum was begun in 1924 to house Grace Nicholson's Asian art collection and display other art. The building is in the traditional Imperial Palace courtyard style of the National Arts Gallery in Taiwan and the Palace of Fine Arts in Beijing.

**ECONOMIC VITALITY WILL BE PROMOTED
TO PROVIDE JOBS, SERVICES,
REVENUES, AND OPPORTUNITIES**



Pasadena's quality of life depends in part on services provided by the city. The city addresses not only the need for health and safety but also the desire for well-kept neighborhoods and for services such as the library and recreation programs. A constrained fiscal environment requires that the city support a vigorous business community if services are to be delivered at their current level. Existing businesses must be maintained and allowed to expand; new businesses should be attracted.

Economic vitality in the city provides various benefits, including employment opportunities, to the residents of Pasadena. Employment opportunities result both from new development and from retention of existing businesses. Many of Pasadena's residents remain unemployed or underemployed because their skills do not match the existing jobs. In addition, many residents with advanced training and expertise commute to remote employment destinations. Pasadena should continue to serve as an employment center for the subregional area, but opportunities should be added for local residents.

OBJECTIVE 10 - DIVERSE ECONOMY: Pasadena shall promote a diverse economic base that serves local residents by providing jobs, by providing city revenues, by enhancing our dynamic social and cultural life, and by meeting the needs of international competition.

Policy 10.1 - Targeted Development Areas: Target new development into the urban core, the Northwest Enterprise Zone, along East Colorado, and into other specific growth areas.

Policy 10.2 - Transit Oriented Development: Within targeted development areas, cluster development near light rail stations and along major transportation corridors to maximize transit use by local businesses and employees.

Policy 10.3 - Business Expansion and Growth: Support the continuation or expansion of existing businesses in harmony with their surroundings and provide new spaces for growth and changing business requirements.

Policy 10.4 - Enterprise Zone: Revitalize Northwest Pasadena by implementing the Northwest Enterprise Zone program and the Northwest Community Plan.

Policy 10.5 - Industrial Businesses: Promote industrial development by protecting existing industrial districts and encouraging new industrial employers, and by restricting Industrial (IG) zoning districts to industrial businesses and ancillary retail and service activities, including, but not limited to restaurants and child care.

Policy 10.6 - New Business: Recruit new businesses to provide retail and other services, and employment and other opportunities for Pasadena residents and visitors.

Policy 10.7 - **Streamlining:** Provide a more stable and sound environment for investment and business decisions by reducing uncertainty and streamlining the land use entitlement approval process.

Policy 10.8 - **Regional Economy:** Attract and provide for Pasadena's share of the region's economic investment and development, including actively marketing and promoting Pasadena as a good place to do business, work and live, and supporting Pasadena's regional marketing strategies.

Policy 10.9 - **Healthy Business Community:** Promote a strong, healthy business community to provide jobs for Pasadena residents, and a broad revenue base for the City.

Policy 10.10 - **Regional Center:** Encourage targeted development of cultural, scientific, corporate, entertainment and educational businesses and uses to promote Pasadena as a center of such activities in our region.

Policy 10.11 - **Affordable Housing:** Encourage the retention and creation of affordable housing throughout Pasadena for the local labor pool.

OBJECTIVE 11 - JOB OPPORTUNITIES: Encourage the retention and creation of job opportunities for Pasadena residents, particularly the underemployed and unemployed and jobs that can support families.

Policy 11.1 - **Diversity:** Support employment opportunities appropriate to the diversity of the City's varied population.

Policy 11.2 - **Zoning Designations:** Include zoning designations and standards to allow businesses and industries with job classifications at all income levels.

Policy 11.3 - **Priority Opportunities:** Adopt Specific Plans, zoning designations and development standards appropriate for priority employment opportunities, including: (a) industries requiring technical expertise; (b) uses associated with the manufacture of goods requiring skilled employees; (c) incubation of small businesses, both retail and service; (d) health care and senior care industries, bio-tech research, development and manufacturing facilities; (e) opportunities for crafts workers, artists, artisans and tradespeople and (f) environmental engineering.

Policy 11.4 - **Job Training Facilities:** Recognize and support the relocation needs of the Community Skills Center and other institutions providing job skills.

Policy 11.5 - **Job Training and Placement:** Create and support job linkage, training and placement programs, including encouraging private sector involvement.

Mrs. Mary See of See's Candy lived at 462 S. Marengo. Her son, Charles, founded company in 1921.

Policy 11.6 - **Entrepreneurs:** Create opportunities for entrepreneurial activities that generate new employment and job training opportunities suitable to the existing and potential skill levels of unemployed and underemployed residents of areas such as Northwest Pasadena.

Policy 11.7 - **Increase Jobs:** Increase the number of job opportunities for the underemployed and unemployed Pasadena residents.

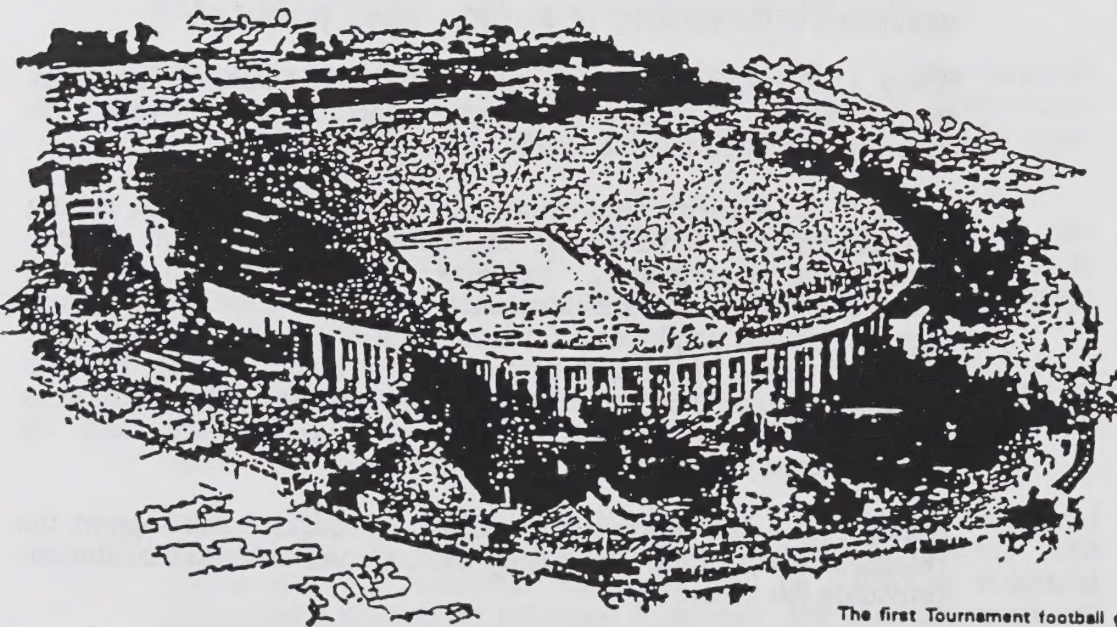
OBJECTIVE 12 - FISCAL HEALTH: Encourage a business climate that contributes to the City's fiscal well-being.

Policy 12.1 - **Retail:** Encourage retail and sales tax producing businesses to remain or expand in, or come to, Pasadena and promote healthy retail areas.

Policy 12.2 - **Development Mechanisms:** Encourage zoning districts and development mechanisms that will result in development which will produce continuing revenues to the City.

Policy 12.3 - **Pay Your Own Way:** Ensure that new development pays its own way rather than burdens existing businesses and residents with increased costs for services and infrastructure needs.

Policy 12.4 - **Budget Process:** Integrate the General Plan into the budget process, thereby using it to set priorities and allocate fiscal resources.



The first Tournament football game was played in 1902 in Tournament Park. The Rose Bowl constructed in 1922, designed by Myron Hunt, and the first "Rosebowl" game was played in 1923.

PASADENA WILL BE PROMOTED AS A HEALTHY FAMILY COMMUNITY



Land use patterns directly affect the quality of lives of families. For example, for the single parent without an automobile, public transportation to and from work, the proximity of child care to the workplace, and proximity and provision of services such as health care, education, recreation, and shopping are not just convenient but crucial to such a family's well-being.

"The City of Pasadena is committed to a policy that promotes the quality of life for our children, youth and families. The City recognizes that the well-being of Pasadena's children, youth and families is linked to the City's own health and well-being."

This statement is from the introduction to the "Status Report on Pasadena's Children, Youth and Families Report." In support of this commitment, the City prepared a Human Services Strategy and Management Action Plan and Human Services Planning Process. One aspect of this report was the City's participation in the California Healthy Cities Project. Objectives and policies from these documents are included here to reinforce the complementary relationship between these programs and the General Plan.

OBJECTIVE 13 - ADEQUATE SERVICES: Provide adequate support for businesses and institutions that serve the needs of Pasadena's diverse residents and families, including schools, hospitals, parks, child and adult day care centers, libraries, shelters, public auditoriums, clinics, social clubs and recreation centers.

Policy 13.1 - Support of Organizations: Support the needs of public, private and voluntary organizations and associations that provide important services to Pasadena's diverse community.

Policy 13.2 - Commitment: Promote a committed community in which the public, private, and voluntary organizations and associations work together effectively to improve the quality of Pasadena diverse social, cultural and economic life.

Policy 13.3 - Child care: Promote the adequate availability of child care facilities, including locating child care facilities at or near work sites, and locating child care facilities near transportation.

Policy 13.4 - Education: Promote public and private schools, support quality education for all students.

Policy 13.5 - Anticipate Needs: Ensure in the land use planning process that future needs will be met, such as meeting the expanding need for adult care facilities, and meeting the need to locate services near transportation.

OBJECTIVE 14 - ACCESSIBLE AND WELL-DESIGNED CITY:

Promote a safe, well-designed, accessible and human-scale residential and commercial areas where people of all ages can live, work and play.

Policy 14.1 - Human Values: Pasadena development and growth policies should reflect concern for the well-being of citizens, should respect the City's social, cultural and economic diversity, and should emphasize human scale and pedestrian orientation.



Policy 14.2 - Accessible Services: Promote the accessible location of public and private community services facilities, including accessibility to transportation and the location of housing, such as senior housing, near services.

Policy 14.3 - Related To Population: Promote the location of public and private community service facilities throughout the City, as a function of population distribution and need.

Policy 14.4 - Link Community Services: Increase access to and linkages among community service facilities.

Policy 14.5 - Impaction: The following institutional uses will be **prohibited** from locating within the boundaries of the Northwest Community Plan: Group Residential/Residential Hotel, Single Room Occupancy, Adult Day Care General, Convalescent Facilities, Detention Facilities, Hospitals, Maintenance and Service Facilities and Residential Care, General.

Policy 14.6 - Permitted Uses: Institutional uses that are permitted in the Zoning Code will require a Conditional Use Permit. A finding of consistency with the General Plan must be made for approval of a CUP, and may not be made if there is an over concentration of a particular use in an area.

OBJECTIVE 15 - HOUSING CONDITIONS: Improve substandard housing conditions in Pasadena.

Policy 15.1 - Sizes and Types: Provide a range of housing sizes and types for the many sizes and types of families in the community.

Policy 15.2 - Increase Supply: Increase the total number of market-rate and affordable housing units within the City.

Policy 15.3 - Equitable Distribution: Increase, where feasible, the equitable distribution of affordable housing throughout the City, including an inclusionary zoning ordinance.

Policy 15.4 - Family Housing: Increase the supply of large family affordable housing units with adequate outdoor play space for children.

Policy 15.5 - Shelter Beds: Promote shelter beds with appropriate services for the homeless.

OBJECTIVE 16 - ALCOHOL AND DRUG ABUSE - Reduce the impact of alcohol and other drug related problems in Pasadena.

Policy 16.1 - Public Health: Promote a public health philosophy in response to alcohol, tobacco and other drug issues.

Policy 16.2 - Zoning: Use city zoning ordinances to effectively regulate the retail availability of alcohol & tobacco.



OBJECTIVE 17 - RECREATION: Provide adequate recreation opportunities to all residents of the City.

Policy 17.1 - Accessible Neighborhood Parks: Preserve, enhance and acquire parks with adequate recreational facilities in residential areas, including planning for and locating parks within walking distance of multi-family housing.

Policy 17.2 - Shared Facilities: Promote the shared use of public school recreational land and facilities for City recreational uses and/or as community centers.

Policy 17.3 - Equitable Distribution: Promote the equitable distribution of public and private recreation facilities throughout the City, as a function of population distribution.

Policy 17.4 - Urban Open Spaces: Encourage and require, where feasible, the incorporation of publicly accessible urban open spaces, including parks, courtyards, water features, gardens, passageways and plazas, into public improvements and private projects.

OBJECTIVE 18 - IMPROVED ENVIRONMENT: Improve the quality of the environment for Pasadena and the region.

Policy 18.1 - Air Quality: Improve the air quality in Pasadena and in the region.

Policy 18.2 - Water Conservation: Increase the efficiency of water use among Pasadena residents, and commercial and industrial organizations.

Policy 18.3 - Energy Efficiency: Improve energy-use efficiency in new development.

OBJECTIVE 19 - LAND USE/TRANSPORTATION RELATION-SHIP: Promote the relationship of land use and transportation.

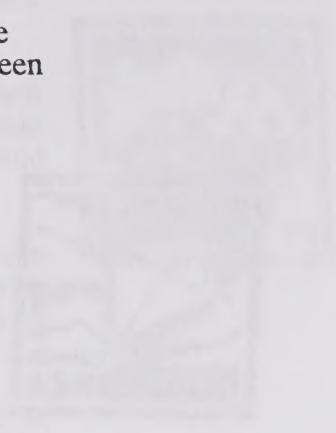
Policy 19.1 - Transit Accessibility: Increase accessibility to all public transportation services.

Policy 19.2 - Traffic Congestion: Reduce traffic congestion and protect residential neighborhoods from traffic impacts.

Policy 19.3 - Bicycles/Pedestrians: Promote the use of non-motorized modes of transportation, such as bicycles and walking within the City.

Policy 19.4 - **Optimum Mobility:** Promote mobility for those who do not drive, particularly seniors, youth and the disabled.

Policy 19.5 - **Transportation/Human Services Linkage:** Provide convenient, economical and accessible transportation services between residents and agencies delivering human services.



PASADENA WILL BE A CITY WHERE PEOPLE CAN CIRCULATE WITHOUT CARS

The principal mode of transportation for the past forty years in Southern California has been the automobile. As our freeways and local roadways have reached capacity, and driver frustration has increased, there is now a demand for alternative modes of transportation and a rethinking of how our energy, air quality and transportation goals are met, and how our land use decisions impact these goals.

Colorado Boulevard and Lake Avenue are the City's primary transportation corridors. The Land Use Element and the Mobility Element establish a mutually supporting relationship, with higher density land uses along the corridors providing the ridership to support different types of transportation, and the mobility strategies providing the access to these land uses.

To coordinate the implementation of the Land Use and Mobility elements, the City will use Specific Plans to encourage transit-oriented and pedestrian-oriented developments. Specific Plans determine precise land use patterns, zoning, setbacks, and design within defined boundaries. Within the Specific Plans, the principles of transit-oriented and pedestrian-oriented developments can be applied. Most transit-oriented developments are mixed use neighborhoods or projects, within a quarter mile walking distance of a transit stop, predominantly light rail or bus transfer stations. Pedestrian-oriented developments give priority to and respond to the needs of the pedestrian over the automobile. The design, configuration, and mix of uses in a transit-oriented development provide an alternative to traditional suburban development by emphasizing a pedestrian oriented environment and reinforcing the use of public transportation.

Several light rail stations lend themselves to Specific Plans which incorporate transit-oriented development, for example, the stations at Sierra Madre Villa, Lake Avenue and the Central District Specific Plan area.

The General Plan will be amended in the future to reflect the decisions of the 710 Mitigation Advisory Committee.

OBJECTIVE 20 - CIRCULATION: Make Pasadena a city where there are effective and convenient alternatives to using cars.

Policy 20.1 - Transit-Oriented and Pedestrian-Oriented Development: Within targeted development areas, cluster development near light rail stations and along major corridors served by transportation thereby creating transit-oriented development "nodes" and encouraging pedestrian access.

Policy 20.2 - Specific Plans: Develop Specific Plans for targeted development areas which will emphasize Mixed Use, pedestrian activity, and transit, including authorizing and encouraging Urban Villages where feasible.

Policy 20.3 - Main Corridors/Downtown Circulator: Re-establish Lake Avenue and Colorado Boulevard as the main corridors of development and transportation in the City, including promoting the development and operation of a circulator system to serve downtown commercial areas and linked to light rail stations.

Policy 20.4 - Availability: Increase the availability of public and private transit and encourage transit use through improving services, stations and connections.

Policy 20.5 - Parking Management: Manage parking to reduce the amount of land devoted to frequently vacant parking lots.

Policy 20.6 - Neighborhood Protection: Establish principal transportation corridors for movement within the City to protect residential neighborhoods.

Policy 20.7 - Neighborhood Commercial: Encourage the provision of businesses that serve residents within walking distances of homes.

Policy 20.8 - In-fill and Revitalization Sites: Transit-oriented developments on in-fill and revitalization sites should redevelop underutilized parcels and incorporate existing surrounding uses into the form and function of the transit-oriented development.

Policy 20.9 - Regional Approach: Promote a regional approach to transportation services in cooperation with other cities.

Policy 20.10 - Bicycles/Pedestrians: Promote the use of non-motorized modes of transportation, such as bicycles and walking within the City.

OBJECTIVE 21 - TRANSIT/PEDESTRIAN COORDINATION: Coordinate development between transit-oriented and pedestrian districts.

Policy 21.1 - Urban Design: Urban design programs shall encourage pedestrian-oriented development, including encouragement of pedestrian circulation among parcels, uses, transit stops, and public or publicly accessed spaces; requiring human scale; encouraging varied and articulated facades; requiring regular visual (as in the use of first floor windows with clear glass) and physical access for pedestrians; requiring that ground floor residential and commercial entries face and engage the street; and encouraging pedestrian-oriented streetscape amenities.

Policy 21.2 - Shop Orientation: Encourage a balance in the configuration of shops in the downtown between pedestrian and auto comfort, visibility and accessibility; anchor stores shall orient to the street and transit stops in addition to parking lots, and smaller shops shall orient primarily to pedestrian "main" streets and urban open spaces.

Policy 21.3 - Pedestrian Access: Encourage clear, direct and comfortable pedestrian access to the City's urban core and transit stops.

Policy 21.4 - **Open Space:** Where a park, natural open space or urban open space exists adjacent to or near transit-oriented development, these features should be incorporated into the development as open space amenities.



Policy 21.5 - **Pedestrian/Bicycle Shelters:** Transit stops in a transit-oriented development shall provide shelter for pedestrians, and secure bicycle storage.

OBJECTIVE 22 - MOBILITY ELEMENT: The Mobility Element shall support the development of transit-oriented and pedestrian-oriented developments.

Policy 22.1 - **Pedestrian Movement:** Intersections and streets within transit oriented developments shall be designed to facilitate pedestrian movement.

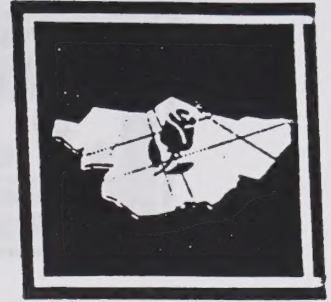
Policy 22.2 - **Bicycle Connections:** The street network system must provide bicycle connections to transit-oriented development commercial areas and transit stops.

Policy 22.3 - **Bicycle Parking:** Provide bicycle parking facilities throughout commercial areas, at transit stops and in developments which include offices.

Policy 22.4 - **Mitigation Measures:** Adopt and implement mitigation measures as necessary to resolve significant existing traffic or other infrastructure capacity constraints.

PASADENA WILL BE PROMOTED AS A CORPORATE, ENTERTAINMENT AND EDUCATIONAL CENTER FOR THE REGION

Pasadena's internationally known cultural, scientific, corporate, entertainment and educational resources directly benefit the City's residents and draw businesses, customers, visitors and students from beyond the City's limits, to the benefit of all who live and work in the City. These resources not only culturally enrich Pasadena residents, they enhance Pasadena's regional position and improve Pasadena's business climate by drawing people to the City.



OBJECTIVE 23 - EXISTING INSTITUTIONS: Provide long-term opportunities for growth of existing cultural, scientific, corporate, entertainment and educational institutions in balance with their surroundings.

Policy 23.1 - Expansion: Recognize and support the expansion opportunities of existing regionally significant cultural, scientific, corporate, entertainment and educational institutions.

Policy 23.2 - Land Use Opportunities: Provide land use opportunities to retain and to develop regionally significant cultural, scientific, corporate, entertainment and educational uses.

Policy 23.3 - Urban Design: Provide clear urban design guidelines to facilitate the growth of existing institutions in balance with their surroundings.

Policy 23.4 - Support Planning: Support Specific Plans, master plans, and other planning activities initiated by cultural, scientific, corporate, entertainment and educational institutions.

Policy 23.5 - Pasadena's Diversity: Encourage Pasadena's cultural, scientific, corporate, entertainment and educational institutions to understand, respect and enhance the City's social and cultural diversity.

Policy 23.6 - Movies and Television: Facilitate the use of Pasadena sites for motion picture and television filming activities while protecting residential neighborhoods.

Policy 23.7 - Education - Work collaboratively with Pasadena Unified School District in support of school facility use and reuse.

OBJECTIVE 24 - NEW INSTITUTIONS: Foster a healthy economy and appealing urban setting conducive to attracting new cultural, scientific, corporate, entertainment and educational institutions to the City.

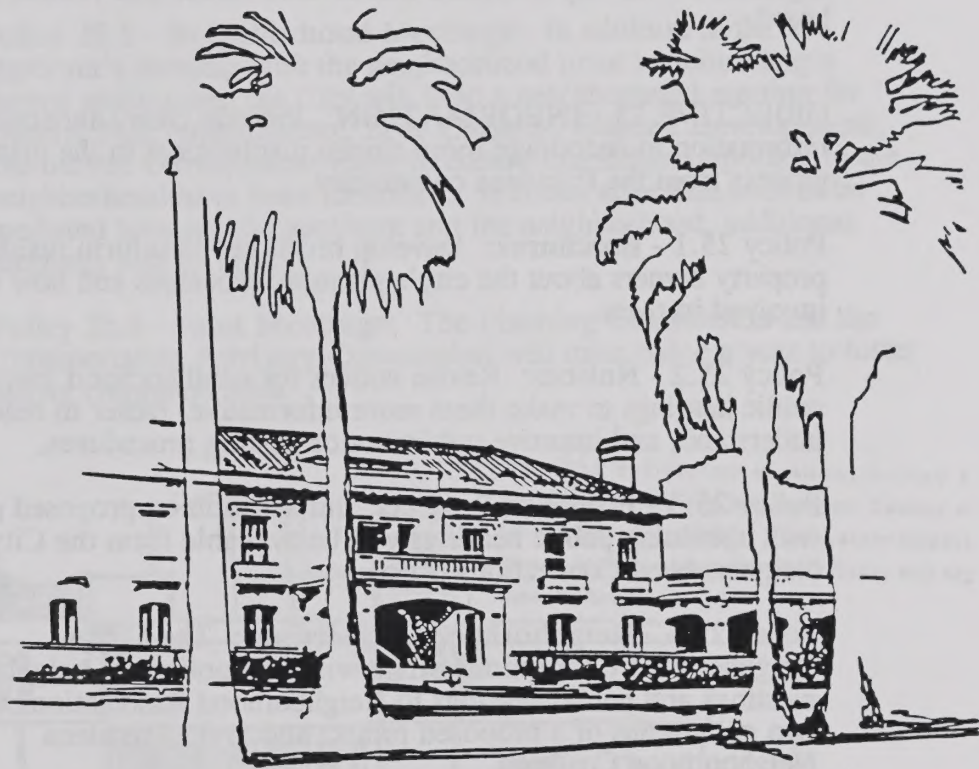
Policy 24.1 - Assist New Institutions: Recognize and assist regionally significant cultural, scientific, corporate, entertainment and educational entities considering locating in Pasadena.

Policy 24.2 - **Special Districts:** Create or enhance the identity of specialized districts in the City such as the West Gateway and the Playhouse District, or the Bio-tech and Environmental Engineering centers.

Policy 24.3 - **Promote Activities:** Develop, provide access to and publicize activity nodes within the City which include cultural, scientific, corporate, entertainment and education.

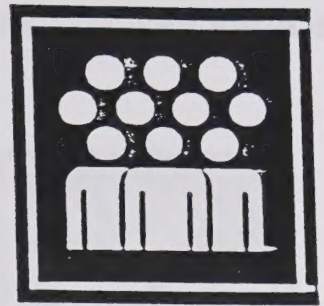
Policy 24.4 - **Adapt Codes and Policies:** Adapt Codes and policies to encourage cultural, scientific, corporate, entertainment and educational uses within Pasadena.

Policy 24.5 - **Land Use Implications.** Recognize land use implications of the City's regional marketing strategies and support these strategies through land use decisions.



Constructed in 1911, the Wrigley Mansion is home of the Tournament of Roses Association.

COMMUNITY PARTICIPATION MUST BE A PERMANENT PART OF ACHIEVING A GREATER CITY



An informed and active citizenry is the essence of our representative democracy. Since the General Plan is only a "snapshot" of the community's values at a given point in time, it is essential that a **process** be established which ensures that the General Plan remains current by continuously involving the public in planning decisions, monitoring implementation, and reviewing and updating the General Plan.

There are two aspects to expanded participation: clear information and earlier participation. Information seeks to provide the public with knowledge, facts and creative ideas as well as clear, adequate notices of meetings and hearings. Participation provides a variety of opportunities for an informed public to be involved in planning decisions. Both aspects need to be inclusive and reach out to **all** segments of our city to ensure that diverse values and visions are heard.

OBJECTIVE 25 - INFORMATION: Provide clear, understandable information to encourage more citizen involvement in the planning process from the Pasadena community.

Policy 25.1 - Brochures: Develop brochures to inform residents and property owners about the city's planning processes and how to get involved in them.

Policy 25.2 - Notices: Revise notices for neighborhood meetings and public hearings to make them more informative, easier to read and understand, and improve public notice posting procedures.

Policy 25.3 - Proposed Projects: Information on proposed projects with upcoming public hearings will be available from the City's Neighborhood Connections office.

Policy 25.4 - Neighborhood Connections: The City's Neighborhood Connections office will send notices of neighborhood meetings and public hearings to Neighborhood Associations within a two mile radius of a proposed project and to the Pasadena Neighborhood Coalition.

Policy 25.5 - Public Discussion: Continue to offer speakers and public discussion of land use issues including the revision of the Zoning Code and the development of specific plans and design guidelines.

OBJECTIVE 26 - PARTICIPATION: Provide numerous opportunities for citizens to become involved in planning decisions.

Policy 26.1 - Five Year Review: At five-year intervals, beginning 1998, initiate a comprehensive review and update of the General Plan. This update process will include at least two public meetings to identify community issues and concerns and at least two additional public meetings to present recommendations for revisions prior to

public hearings before the Planning Commission, Transportation Advisory Commission and City Council.

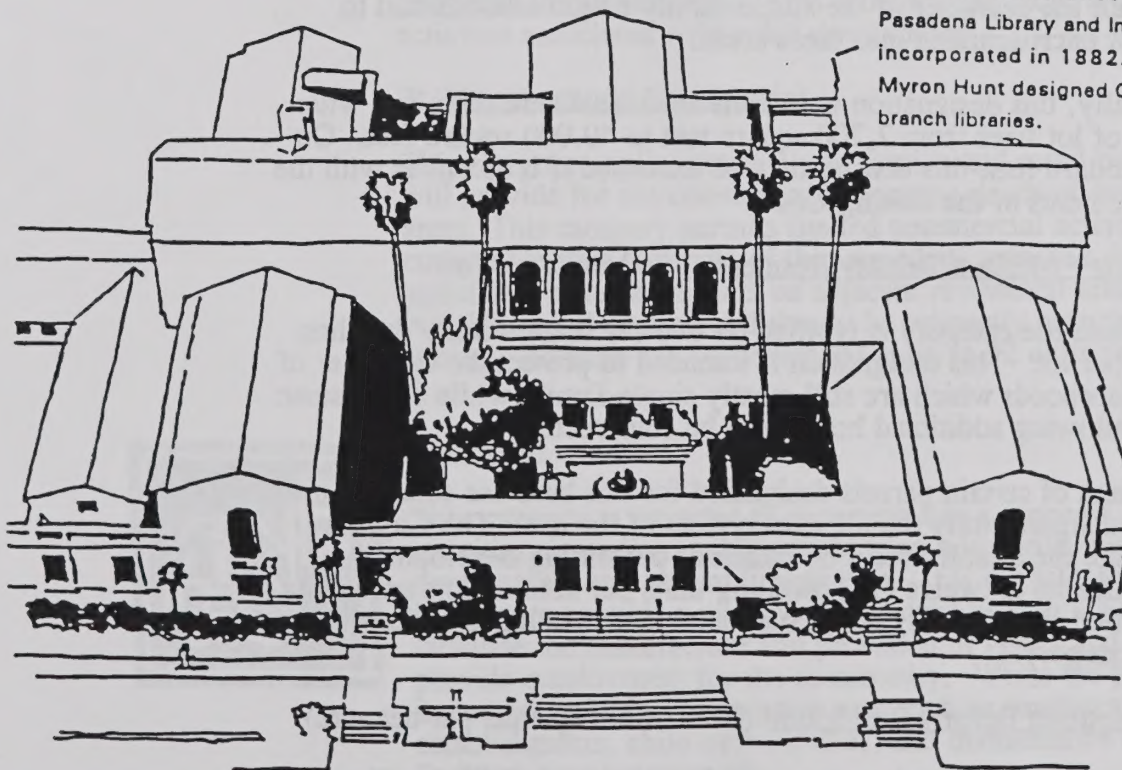
Policy 26.2 - Annual Report: In a public hearing, provide an annual report to the Transportation Advisory Commission, the Northwest Commission, the Planning Commission and the City Council detailing the status of implementation of the General Plan.

Policy 26.3 - Specific Plans: Appoint committees of residents and business people to participate with staff in the development of Specific Plans.

Policy 26.4 - Consultation: Encourage project applicants to contact the surrounding neighborhood prior to submitting a formal application for the project. Applicants will be encouraged to seek comments from residents and work with them to resolve conflicts on design, traffic, noise, use of the site and other impacts specifically related to the project.

Policy 26.5 - Neighborhood Meetings: In addition to the applicant's meeting with the neighborhood prior to submitting a formal application, the City will hold a neighborhood meeting for General Plan Amendments, Zone Changes, Planned Developments, and Master Development Plans to ensure that issues important to the neighborhood have been identified. If issues arise that need to be mediated between the applicant and the neighborhood, additional meetings will be held.

Policy 26.6 - Joint Meetings: The Planning Commission and the Transportation Advisory Commission will meet twice a year to foster strong communication.



With the assistance of Abbot Kinney & the Pasadena Library and Improvement Society was incorporated in 1882. The system boasts Myron Hunt designed Central Library and eight branch libraries.

C. LAND USE DIAGRAM

Introduction

The Land Use Element categories reflect the objectives and policies of the General Plan, and provide guidance for determining appropriate land uses. Permitted land uses may be further modified by other policies in other Elements of the General Plan and may be further refined by the Zoning Ordinance or design guidelines.

Table 1 relates the General Plan Land Use Categories to the corresponding land use classifications in the zoning code.



Residential

Housing is classified by different residential densities. A range of residential density categories is identified on the General Plan Land Use Diagram. Residential land use categories have been structured to provide consistency between the General Plan and zoning. Residential development standards are determined by the City's Zoning Ordinance which regulates the building setback, height of buildings, and lot coverage for each type of residential use as well as specifying uses which may be permitted with a conditional use permit.

1) Low Density Residential (0-6 dwelling units per net acre)

This category allows single-family uses with densities from 0-6 dwelling units per net acre. This designation is intended to protect and maintain the character of the single-family neighborhoods and to prevent encroachment into these areas.

Typically, this designation is suitable in areas where there is a wide range of lot sizes from 7,200 square feet to 40,000 square feet. On substandard lots, this density may be exceeded if it complies with the requirements of the Zoning Code.

2) Low - Medium Density Residential (0-2 units per lot)

This land use category is typified by two (2) single family dwelling units per lot. This designation is intended to protect the character of neighborhoods which are still mostly single-family while at the same time allowing additional housing to be constructed.

The area of certain parcels designated for this land use category may exceed significantly the lot sizes typical of the use. The City may evaluate the establishment of standards permitting development of densities up to twelve (12) dwelling units per acre on lots exceeding a specified size and may adopt such additional standards under this land use category.

3) Medium Density Residential (0-16 dwelling units per net acre)

This category allows housing with densities from 0-16 dwelling units

per net acre. The low-medium density category is intended to accommodate single-family detached units, duplexes, triplexes, and quadraplexes, as well as two-story multiple unit structures.

4) Medium - High Density Residential (0-32 dwelling units per net acre)

This category allows multi-family housing with densities from 0-32 units per net acre. Multi-family housing such as apartments, townhouses and condominiums are the types of uses typically constructed on lots designated for this category.

5) High Density Residential (0-48 dwelling units per net acre)

This category allows multi-family housing with densities from 0 to 48 units per net acre. These areas are intended to accommodate a variety of housing types including apartment, condominium and townhouse developments.



Commercial

The Commercial categories are established to provide areas in which business may be conducted, goods sold and distributed, and services rendered, and to provide for public activities and other activities which support retail and business functions.

1) General Commercial

This is a non-specialized commercial category intended to permit a broad range of retail and service businesses. It includes commercial areas along major thoroughfares, freestanding commercial establishments and shopping centers. Professional offices are also permitted in this category. This category has more intense levels of activities associated with retail development.

2) Neighborhood Commercial

This category applies primarily to service and retail businesses which will provide for the convenience shopping needs of nearby residential areas. This category permits limited commercial activities which are compatible with the scale of the immediate area and do not create significant adverse impacts on adjacent residential areas. Neighborhood commercial should be primarily oriented to pedestrian access. Housing can be developed at up to 32 units per acre.



Industrial

This category is intended to accommodate a range of industrial activities, including manufacturing and wholesale, research and development and assembly activities. It is the intent of the Land Use Element to provide a variety of industrial uses in the City, in order to facilitate the manufacture and provision of goods and services and to provide employment for the community. While the primary use is for industrial activities, supportive uses such as small scale eating establishments, child care services, and maintenance and service facilities are also allowed.

Institutional

This category is used to designate public land uses, including schools, colleges, libraries, fire stations, police stations, convention centers, museums, governmental offices, utility stations, and hospitals. This category is also used to designate land used by some quasi-public entities, including public utilities and such institutions as churches, private schools and private hospitals. Pasadena has a variety of institutional uses including colleges such as California Institute of Technology, hospitals such as Huntington Hospital and St. Luke Hospital, as well as churches, museums, and government facilities.

Open Space

This category is for a variety of active and passive public recreational facilities and for City-owned open space facilities. This includes natural open spaces and areas which have been designated as environmentally and ecologically significant. This category also applies to land which is publicly owned, though in some instances public access may be restricted. Most importantly, this designation only applies to lands owned by the City.



Specific Plan Areas

The Specific Plan category is for areas that are targeted for a significant portion of projected future development while preserving and enhancing areas of historical or architectural significance. These Specific Plans will also address areas where the light rail transit is proposed and where land use can be changed to accommodate future needs to meet the goals of this transportation system. Residential uses within this category are multi-family and residential in mixed use projects at a density of up to 60 units per net acre. This category will provide the opportunities to live near employment and transit centers. Locating high density residential near the transit system would alleviate congestion and improve the quality of air. Residential units in these areas are intended to allow residents to have access to the proposed light rail as a transit system without the use of automobiles.

Each individual Specific Plan will determine the precise mix of land use patterns, zoning, setbacks and design standards for the following areas:

- 1) Central District Specific Plan (See pages 45 - 49)
- 2) South Fair Oaks Bio-tech Center Specific Plan (See page 49)
- 3) West Gateway Specific Plan (See pages 49 - 50)
- 4) East Pasadena Specific Plan (See pages 50 - 51)
- 5) East Colorado Blvd. Specific Plan (See page 52)
- 6) North Lake Specific Plan (See pages 52 - 53)
- 7) Fair Oaks/Orange Grove Specific Plan (See page 53)

Alternate Land Use Policies

The application of alternate land use policies is intended to be infrequently used in any one neighborhood in order to avoid disrupting the neighborhood's character. The alternate use should be compatible with the surrounding uses. All applicable General Plan policies and zoning code requirements, including those intended to protect existing residential neighborhoods from the encroachment of incompatible land uses, will be taken into consideration.

The policies below specify conditions under which an alternative to uses allowed in a particular Land Use category may be determined to be consistent with the General Plan. The alternate use would be permitted without a Land Use Diagram amendment. These are limited alternatives designed to meet the following objectives:

- Promote and encourage the implementation of General Plan goals and policies which provide for the production of affordable housing or the preservation of historic structures.
- Provide the flexibility to most appropriately apply policies in achieving the true intent of the General Plan which might be undermined by an overly rigid application of land use categories.
- Streamline the development review process by avoiding, in those cases where appropriate, the time-consuming process of obtaining a Land Use Diagram amendment.

Structures of Historical or Architectural Merit

Land uses other than those designated on the Land Use Diagram may be allowed on sites with structures of significant historical or architectural merit if to do so would enhance the likelihood that the historic/architectural qualities would be preserved, and the use would not otherwise be incompatible with the adjacent area. Adaptive reuse consistent with this policy will be permitted or conditionally permitted, and defined during revision of the zoning code.

Artist Loft

This is intended to facilitate the adaptive reuse of otherwise obsolete structures and to promote the growth of the arts in the community. Older commercial and industrial buildings located on properties with non-residential land use designations may be wholly or partially converted into combined studio/workshop and living quarters for artists, artisans and crafts person engaged in activities commonly considered artistic in nature. This policy applies equally to new construction. The residential aspect of this use will be allowed only in combination with individual studio or workshop space of the residents and is intended to provide an integrated working/living environment. Other uses, such as galleries, antique dealers, restaurants and the like, may be incorporated as deemed appropriate. The conversion of structures consistent with this policy will be permitted or conditionally permitted, and defined more fully during the revision of the zoning code.



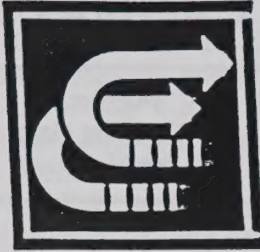
Density Bonus for Affordable Housing

A density bonus is offered to residential projects to encourage the production of housing affordable to households with low or very low incomes and to households with senior citizens. Specific Plan areas which include housing are also subject to the density bonus. Additional incentives are also offered. The density bonus is available to projects in which of five (5) or more units are permitted without counting the density bonus.



The City Beautiful was influential in the design of the Civic Center by William Bennett.

RELATIONSHIP TO ZONING MAP AND ZONING ORDINANCE



The Land Use Element represents the general pattern of land use in the City. The Zoning Ordinance and Zoning Map implement the Land Use Element and its policies. The Zoning Map and Zoning Ordinance, rather than the Land Use Element identify the particular uses permitted on each parcel of land in the City. It is the Zoning Ordinance that sets forth regulations and standards for development to ensure that policies, goals, and objectives of the General Plan are carried out.

The Land Use Element designates the land use pattern envisioned for the City. However, the Zoning Map shows the current zoning designation reflecting the existing needs of the community. The Zoning Map designation must be consistent with the General Plan in relationship to land use category. The zoned land use may be less intense than what is designated by the General Plan. For example, land may be zoned RS-6 (Single Family Residential, 6 dwelling units/net acre) in an area having a land use designation in the General Plan of Medium High Density Residential (16 - 32 units/net acre).

Rezoning can be initiated by the City Council, Planning Commission, or by an individual property owner. The Land Use Element is a guide for City decision makers as to which zoning changes are consistent with the Comprehensive General Plan. It also shows the private development sector where changes in land use are likely to be approved.

As a charter city, Pasadena is not currently required to meet the State law requirement for consistency between the general plan and the zoning ordinance. However, it is the policy of the City to maintain such land use consistency.

Summary of General Plan Land Use Categories

General Plan Land Use categories	Implementing Zones	Typical Housing Arrangements	Maximum Dwelling Units Per Net Acre	Minimum Lot Area (sq.ft.)
Low Density Residential	RS-1 RS-2 RS-4 RS-6	Single-family detached	6	40,000 20,000 12,000 7,200
Low-Medium Density Residential	RM-12	Two Single-family units	2 units per lot	7,200
* Medium Residential	RM-16 RM-16-1 RM-16-2	Triplex or Quadruplexes	16	7,200 12,000 7,200
* Medium-High Density Residential	RM-32	Apartments/ Townhouses	32	10,000
* High Density Residential	RM-48	Apartments/ Townhouses	48	10,000
** Specific Plan	RM-60 Mixed Use (Urban) Mixed Use (Village) CD, CO, CL CG, IG	Apartments/ Townhouses/ Urban Village	60	New Zoning Category
General Commercial	CG, CO	NA	CO - 48 CG - NA	NA
Neighborhood Commercial	CL	NA	32	NA
Industrial	IG	NA	NA	NA
Institutional	PS	NA	NA	NA
Open Space	OS	NA	NA	NA

* Subject to the City of Gardens Ordinance

** RM-60 may only occur within the Specific Plan areas

BUILDING INTENSITY AND POPULATION DENSITY STANDARDS

Government Code Section 65302 (a) requires Land Use elements to contain building intensity and population density standards for all land use categories. The City of Pasadena intends for the building intensity standards to represent the maximum physical development which may occur within the land use categories and geographical areas. The building intensity standards are shown on Table 3. The Zoning Ordinance will contain the specific land use regulations and development standards for all parcels of land in the City.



If an existing building is demolished and a new building is constructed on the same site, the square footage of the existing building is subtracted from the square footage of the new building in determining the total "new" square footage on the site regardless of use.

The reuse of an existing building without the addition of square footage does not result in "new" square footage on the site. Parking structures are exempt from the building intensity standards.

The building intensity standards may not be amended upwards following adoption of the Draft Land Use Element by the City Council. As part of the Environmental Impact Report prepared on the Draft Land Use Element, these standards may be subsequently reduced to mitigate impacts, but under no circumstances will they be increased. Following certification of the EIR and adoption of the Final Land Use Element, building intensity standards may be reviewed and revised only during the Five Year updates of the Comprehensive General Plan.

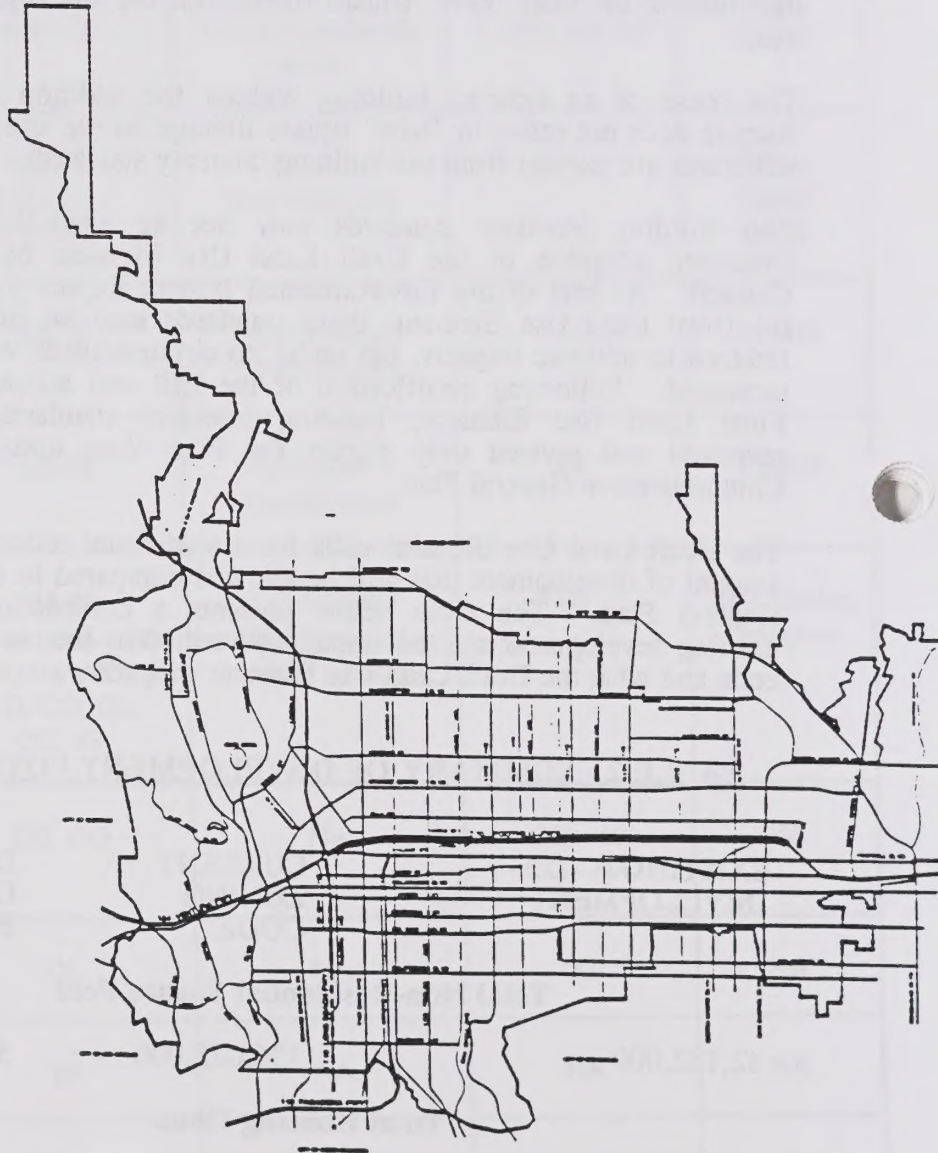
The Draft Land Use Element calls for a significant reduction in the amount of development that will be allowed compared to the existing General Plan. The table below presents a comparison between existing development and the amounts permitted by the current zoning code and what the Draft Land Use Element will allow.

TABLE 2 - SUMMARY OF DEVELOPMENT POTENTIAL

EXISTING DEVELOPMENT	CURRENT ZONING CODE	DRAFT GENERAL PLAN
Total Non-Residential Square Feet		
32,182,000	136,022,000	53,497,326
Total Housing Units		
53,000	66,200	64,038

The population density standards are shown on table 4. Based on the total housing units expected at build out of the Draft Land Use Element, using an estimated household size of 2.53 persons per household (1990 Census average household size), the ultimate population is estimated to be 162,019 persons.

Based on the total non-residential square footage at build out of the Draft Land Use Element, using an estimated employment density factor of one employee per 311 square feet, the total number of employees that would result from the Draft General Plan is estimated to be 171,929 (see Table 4).



Building Intensity Standards

	New Development		Total Development (New + Existing)	
	units	sq. footage	units	sq. footage
Low Density Residential (0 - 6 units / acre)	390		23,988	
Low-Medium Density Residential (0 - 2 units / lot)	508		4,568	
Medium Density Residential (0 - 16 units / acre)	666		5,990	
Medium High Density Residential (0 - 32 units / acre)	1,266		11,008	
High Density Residential (0 - 48 units / acre)	601		5,260	
Planned Development	0	0	1,460	1,280,000
General Commercial - Maximum FAR = 0.80		1,570,780		3,671,240
Neighborhood Commercial - Maximum FAR = 0.70		483,780	671	1,881,360
Industrial - Maximum FAR = 0.90		456,531		805,650
Institutional (Existing Master Plans)		1,837,124		4,837,124
Institutional (future Master Plans + others) *		500,000		
<i>Subtotal</i>	3,431	4,848,215	52,945	12,475,374
SPECIFIC PLANS				
A. CENTRAL DISTRICT (CD)				
Urban Village	1,000	150,000	1,005	459,316
Santa Fe Transportation Center	350	325,000	350	337,500
Urban Housing Area	800	100,000	940	409,680
Playhouse District	350	825,000	401	1,989,575
Lake - 210 to Cordova/Del Mar	0	1,225,000	6	2,414,737
Lake - Cordova/Del Mar south	150	675,000	218	3,029,628
Civic Center Plan	855	1,317,000	1,211	3,865,000
Outside of the above areas	1,590	1,600,000	3,639	13,929,312
<i>Subtotal - entire Specific Plan area</i>	5,095	6,217,000	7,770	26,434,748
B. SOUTH FAIR OAKS BIOMEDICAL	300	1,550,000	301	3,064,185
C. WEST GATEWAY	150	800,000	219	1,725,304
D. EAST PASADENA				
East Foothill Industrial District	0	890,000	141	1,950,423
Foothill/Rosemead/Sierra Madre Villa	400	1,175,000	400	2,979,990
Hastings Ranch/Foothill-Rosemead	0	35,000	0	589,983
<i>Subtotal - entire East Pasadena area</i>	400	2,100,000	541	5,520,396
E. EAST COLORADO	750	650,000	750	2,092,261
F. NORTH LAKE	500	175,000	850	889,783
G. FAIR OAKS / ORANGE GROVE	150	500,000	- to be determined -	
REDEVELOPMENT AREAS (outside of Specific Plans)				
Lincoln Avenue	100	200,000	102	513,000
Lincoln Triangle	145	1,000	260	5,323
TOTAL	11,021	17,041,215	64,038	53,487,326

* Institutional intensity standards do not apply to public schools and government buildings

Population and Employment Intensity Standards

	Total Population	Total Employment
Low Density Residential (0 - 6 units / acre)	60,690	
Low-Medium Density Residential (0 - 2 units / lot)	11,557	
Medium Density Residential (0 - 16 units / acre)	15,155	
Medium High Density Residential (0 - 32 units / acre)	27,850	
High Density Residential (0 - 48 units / acre)	13,308	
Planned Development	3,694	4,114
General Commercial - Maximum FAR = 0.80		11,801
Neighborhood Commercial - Maximum FAR = 0.70	1,698	6,047
Industrial		2,590
Institutional		15,548
<i>Subtotal</i>	133,952	40,100
SPECIFIC PLANS		
A. CENTRAL DISTRICT (CD)		
Urban Village	2,543	1,476
Santa Fe Transportation Center	885	1,085
Urban Housing Area	2,378	1,317
Playhouse District	1,015	6,395
Lake - 210 to Cordova/Del Mar	15	7,762
Lake - Cordova/Del Mar south	552	9,738
Civic Center Plan	3,064	12,424
Outside of the above areas	9,207	44,775
<i>Subtotal - entire Specific Plan area</i>	19,659	84,972
B. SOUTH FAIR OAKS BIOMEDICAL	762	9,850
C. WEST GATEWAY	554	5,546
D. EAST PASADENA		
East Foothill Industrial District	357	6,302
Foothill/Rosemead/Sierra Madre Villa	1,012	9,579
Hastings Ranch/Foothill-Rosemead	0	1,864
<i>Subtotal - entire East Pasadena area</i>	1,369	17,745
E. EAST COLORADO	1,897	6,725
F. NORTH LAKE	2,151	2,860
G. FAIR OAKS / ORANGE GROVE	759	2,465
REDEVELOPMENT AREAS (outside of Specific Plans)		
Lincoln Avenue	258	1,649
Lincoln Triangle	658	17
TOTAL	162,019	171,929

The correlation between the Land Use and Mobility Elements is based on projections of housing units and non-residential square footage in 2010. The traffic model used for the Environmental Impact Report analyzed the numbers for 2010 and was able to include the effects of projected regional traffic in 2010. Table 5 below shows the projections of housing units and population for 2010 as compared with existing development and buildout of the General Plan.

TABLE 5 - 2010 PROJECTIONS

	<u>Existing</u>	<u>2010</u>	<u>Build-out</u>
Residential	53,000	59,136	64,038
Non-Residential	32,182,000	42,982,000	53,497,326

About 55.5% of new residential development and 51% of new nonresidential development is projected to occur by 2010. The Environmental Impact Report uses the same rates for estimating 2010 development for smaller areas within the City, such as Specific Plan Areas.

On January 27, 1874, the members of the San Gabriel Orange Association met and parceled out the almost 4,000 acres they had purchased from Dr. J.S. Griffin for \$25,000 or about \$6.25 an acre.

D. IMPLEMENTATION STRATEGIES

This section identifies the actions which will be taken to implement the Guiding Principles as translated into Objectives and Policies of the General Plan. Strategies include: development of Specific Plans, Zone Changes and Zoning Code Amendments, development of the Green Space Element of the General Plan, Design Principles and Criteria, Design Standards, Historic Preservation, Redevelopment Project Areas, Master Development Plans, and Zoning Code Revision. Section G includes implementation maps which illustrate the boundaries of the Specific Plan areas and the Zone Change areas.



1. SPECIFIC PLANS

A specific plan is a document designed to implement the goals and policies of the General Plan. Specific plans will be prepared for the seven areas which have been identified below. These plans will contain detailed development standards, distribution of land uses, infrastructure requirements, and implementation measures for the development of a specific geographic area. Transit-oriented development, pedestrian-oriented development, and mixed use development with housing over commercial, will be included in specific plans. These development standards and regulations are the most important aspect of a specific plan since it is through these standards that the goals and policies of the General Plan are implemented. The specific plan is similar in nature to the zoning ordinance because it deals with implementation through the use of development regulations. Unlike the citywide zoning ordinance, however, specific plans are targeted to specific planning areas. This allows for greater flexibility and provides an opportunity to focus regulations and standards on the goals of a specific geographic area. This is the primary purpose of a specific plan which provides a mechanism to target implementation measures toward a specific planning area while preserving and enhancing areas of historical or architectural significance. Specific plans will be prepared to include all areas of the City where the bulk of development is planned to occur.

The contents of a specific plan are contained in the State Planning and Zoning Law. Section 65451 (a) of the Planning and Zoning Law states that:

(a) A specific plan shall include a text and diagram or diagrams which specify all of the following in detail:

(1) The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.

(2) The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.

(3) Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.

(4) A program of implementation measures including regulations, programs, and public works projects, and financing measures necessary to carry out paragraphs (1), (2), and (3).

(b) The specific plan shall include a statement of the relationship of the specific plan to the general plan. In addition, the specific plan may contain any other material considered necessary or desirable for General Plan implementation.

Development standards which may be considered in the specific plan preparation include such things as:

- Transfer of Development Rights;
- Building Heights;
- Linkage of Land Use Types;
- Phasing of Development;
- Economic Feasibility;
- Compatibility with Adjacent Neighborhoods;
- Bulk and Massing;
- Density;
- Hours of Operation; and,
- Intensity and Location of Housing.



As described below, the General Plan designates the total square footage and the mix of allowed uses within each specific plan area. During the preparation of the specific plans, movement from one category to another within a specific plan area or strategy area will be allowed if necessary to implement the goals of the specific plan. Under no circumstances will there be a shift from one Specific Plan area to another or from one strategy area to another. These shifts may require an amendment or supplement to the General Plan environmental impact report through a public process. In addition, each specific plan will contain a "25% flexibility factor". This means that any category within a specific plan can be increased by 25% by borrowing from another non-residential category within the same area, therefore the total square footage is not changed. This process will be done through a noticed public hearing before the Planning Commission.

Specific plans may be developed in a variety of ways. Two possibilities for development of the specific plans have been considered. One of these is the use of "charettes". A charrette is an

intensive workshop organized for a two to three day period which involves the participation of all relevant parties including residents, property owners, City officials, and other interested organizations. The purpose of a charette is to have all relevant participants and materials available at one time in order to reach a decision within the duration of the workshop. Another possible method of development is the standard committee process where a committee of residents, property owners and other relevant participants meets regularly for a period of time until the details of the specific plan are completed. Whichever method is utilized it is the intent of the process to include extensive community participation. The success of the specific plan is dependent upon the scope of public participation.

The time required for specific plan preparation will vary dependent upon the type of participation process utilized. The charette process is designed to provide a relatively fast preparation schedule, whereas the committee process may take a longer period of time. The Central District and East Pasadena Specific Plans are scheduled for completion during Fiscal Year 1994. The remainder of the specific plans will be prepared in conjunction with the Planning Division's annual work program.

General Plan consistency findings in specific planning areas, prior to adoption of a specific plan, will be guided by the objectives and policies of the draft Land Use and Mobility Elements and the intent of the applicable specific plan area. If the zoning code is consistent with the intent of the proposed specific plan, the zoning code will prevail. If the zoning code is inconsistent with the intent of the proposed specific plan, the applicant will be required to process a planned development zone change. The planned development district will specify the use regulations and development standards to assure consistency with the proposed specific plan.

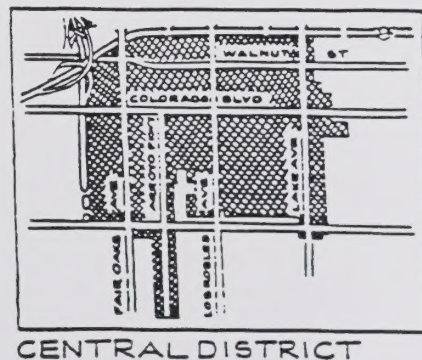
The Northwest Commission will be consulted regarding the establishment of specific plans for North Lincoln, including the redevelopment areas, and North Fair Oaks between Washington Boulevard and the northern city boundary.

a. Central District Specific Plan (See map on p.81)

The first Specific Plan to be developed will be prepared for the entire Central District and the Arroyo Parkway gateway corridor. This Specific Plan will include a diverse mix of land uses designed to create the primary business, financial, retailing and government center of the City. The table below shows the amount of non-residential square footage and housing units allowed for the entire Central District.

Total New Housing Units = 5,095
Total New Non-Residential Square Footage = 6,217,000

General Commercial	= 5,732,000
Institutional	= 485,000



Seven areas are called out for specific treatment within the Specific Plan and to reserve a portion of the total square footage allowed in the entire Specific Plan area. These seven areas are described below.



a1. Urban Village - North of Del Mar and West of Fair Oaks

In this area, the specific plan will envision an urban village atmosphere by encouraging an overall high density of housing (49 - 60 dwelling units per acre) in a variety of types and prices, as well as a mix of artists lofts, offices, shops, schools and artisans workshops. This area is within a transit oriented development area due to its proximity to the proposed light rail station at Arroyo Parkway and Del Mar Boulevard and to major employers in downtown Pasadena, Old Pasadena and the Huntington Hospital area.

Total New Housing Units = 1,000

Total New Non-Residential Square Footage = 150,000

General Commercial	= 125,000
Institutional	= 25,000

a2. Santa Fe Transportation Center

In this transit oriented development area, offices, shops and housing will be developed to attract and support light rail users by providing dining, shopping, and pedestrian and transit links to other areas of Pasadena. Mixed use development is strongly encouraged. All new development will be required to complement the existing historic train station. The Specific Plan will establish height limits for this area. Due to the importance and sensitivity of this site, plans for this area will be developed with public participation.

Total New Housing Units = 350

Total New Non-Residential Square Footage = 325,000

General Commercial	= 300,000
Institutional	= 25,000



a3. Urban Housing Area

In this area, the Specific Plan envisions a downtown high density housing area (49 - 60 dwelling units per acre) which will provide an opportunity for people to live close to where they shop and work and be within easy walking distance to the light rail station. The principles of a transit oriented development will apply to this area.

Total New Housing Units = 800

Total New Non-Residential Square Footage = 100,000

General Commercial	= 100,000
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a4. Playhouse District

The Playhouse District Plan, which implements the General Plan in this area, encourages mixed use development and downtown housing to create a lively, arts-oriented urban environment with substantial urban open space such as plazas. Height and density should be oriented towards Colorado Boulevard. Green Street should remain at a lower scale in keeping with the existing character.



Total New Housing Units = 350

Total New Non-Residential Square Footage = 825,000

General Commercial = 825,000

a5. Lake Avenue Office Area - Del Mar/Cordova to the Freeway

This part of the Central District Specific Plan envisions high quality offices which may include commercial development at the ground floor to create an active, attractive pedestrian environment for employees using the adjacent light rail station to commute to work. Pedestrian and transit linkages will be provided to make it convenient and attractive for light rail riders to walk or take circulator buses to their place of employment. Any new office or retail development should be phased to coincide with the development of the light rail in order to minimize the traffic impacts on this heavily traveled street. All new buildings shall be limited to six stories in height.



Total New Housing Units = 0

Total New Non-Residential Square Footage = 1,225,000

General Commercial = 1,225,000

a6. Lake Avenue Retail Area - South of Del Mar/Cordova to California

In this area, the specific plan will seek to improve and add vitality to the existing successful retail area. In addition, housing can be developed on the west side of Mentor Avenue over a portion of the Shopper's Lane parking.

Total New Housing Units = 150

Total New Non-Residential Square Footage = 675,000

General Commercial = 675,000

a7. Civic Center Master Plan Area

The Civic Center Master Plan, which was adopted by the City Council in September of 1989, implements the General Plan in this area. Its goals are:

- 1) Bring the "City Beautiful" vision of the Bennett plan up to date;
- 2) Preserve, maintain and contribute to Pasadena's cultural heritage;



- 3) Make the Civic Center an important destination in Pasadena;
- 4) Make a commitment to housing in the Civic Center;
- 5) Give support to the religious and service institutions that have traditionally formed a part of the Civic Center's identity;
- 6) Connect the Civic Center to other areas of development; and
- 7) Undertake public actions that will reinforce the Civic Center Master Plan.

Total New Housing Units = 855

Total New Non-Residential Square Footage = 1,317,000

General Commercial	= 1,292,000*
Institutional	= 25,000

* NOTE - Expansion of the Pasadena Conference Center is considered general commercial.

Remaining Areas Within the Central Business District

Although development within the Central District Specific Plan is intended to be focused into the seven areas called out above, some development will occur in the area outside of these 7 areas, and the Specific Plan will develop policies and specific development standards for these areas.

* Resolution Number 7662 was adopted by the City Council on August 10, 1998, amending the language in the General Plan pertaining to height limit in the "Remaining Areas Within the Central District" (page 49 of the Land Use Element) by removing the reference to the number of stories (5) and maintaining building height limit in feet (60).

Until the completion of the Zoning Code revision, the height of buildings in this area shall not exceed 60 feet ~~and never more than 5 stories~~ except if the property owner has a Disposition and Development Agreement with the City or the Community Redevelopment Agency of the City as of September 22, 1992 which designates a different height limit. When the zoning code is revised, the height and massing of the zoning code will prevail. The present Limited Commercial (CL) zoning for the Parsons property should be examined as part of the Central District Specific Plan to reflect the development on that site.

A large portion of the Central District Specific Plan area is governed by existing redevelopment plans. The goals and objectives of these plans will be fully incorporated into the Central District Specific Plan. These redevelopment plans are the Downtown Redevelopment Project and Old Pasadena Redevelopment Project.

Arroyo Parkway extending from the Central District to the southern City boundary is envisioned as a gateway corridor and the existing industrial zoning designation is no longer appropriate. The Specific Plan will determine the appropriate designation for this area.

The Fuller Theological Seminary Master Plan, as approved by the City Council on September 8, 1992, calls for 300 new housing units

and 250,000 additional square feet of non-residential development.

Total New Housing Units = 1,590

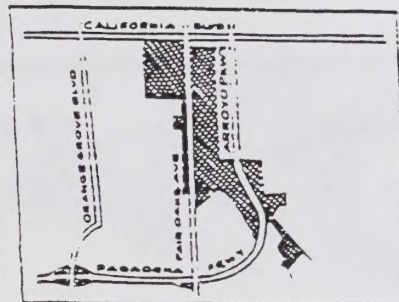
Total New Non-Residential Square Footage = 1,600,000

General Commercial	= 1,190,000
Institutional	= 410,000

This allocation of housing units and non-residential square footage may be used either in the area outside of the seven areas described above or it may be applied within the seven areas if needed.

b. South Fair Oaks Bio-Tech Center Specific Plan (see map p.82)

This Specific Plan will be prepared to facilitate the transition of this area to become a center for biomedical and research facilities. The Specific Plan will emphasize bio-tech development which builds on the assets of the adjacent Huntington Hospital and the nearby California Institute of Technology. The Specific Plan will provide for the continued use of Blair High School property for school use. If the Pasadena Unified School District determines that this property is surplus and should be developed with a different use than a school, the General Plan and Zoning will need to be amended. Transit oriented development will be encouraged around the proposed light rail station at Fillmore between Raymond and Arroyo Parkway. Up to 300 units can be developed at or near the light rail station at Fillmore. Huntington Hospital has an adopted Master Plan which is intended to serve as the basis for future development for 40 years (1987 - 2027). This master plan is presently being amended to include additional property adjacent to the hospital. The Specific Plan will explore the potential of designating all or part of this area a redevelopment project area.



SOUTH FAIR OAKS
BIOTECH CENTER

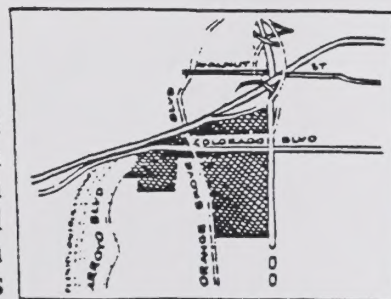
Total New Housing Units = 300

Total New Non-Residential Square Footage = 1,550,000

General Commercial	= 325,000
Industrial	= 900,000
Institutional	= 325,000

c. West Gateway Specific Plan (see map on p.83)

The West Gateway Specific Plan will focus on the arts, culture and education by building on the strengths of the Norton Simon Museum and Ambassador Auditorium and this focus will be encouraged and strengthened through the Specific Plan. The Specific Plan will incorporate the existing parks and existing setback requirements. Plan emphasis will be upon preserving, replacing and enhancing gardens and foliage landscaping as a continuing visual extension of "South Orange Grove" ambience. Any historic structures identified through the historic inventory must be preserved such as the Vista del Arroyo bungalows. Mixed use development will be encouraged in this area. No hotels will be permitted unless the Specific Plan process designates a hotel site. The Vista del Arroyo bungalows will be used for offices or housing with the emphasis on reusing the bungalows.



WEST GATEWAY

The Specific Plan will seek to establish a link to Old Pasadena over the bridge through alternatives such as temporary vendors or retail carts or through pedestrian improvements which encourage people to move freely between the two areas. The Specific Plan will set up guidelines to encourage more intense development north of Colorado Boulevard, rather than on the south.

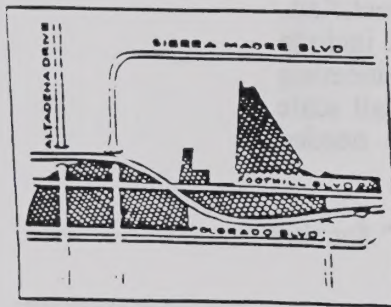
With Planning Commission and City Council approval, and compliance with performance standards, an additional 200,000 square feet could be available east of Orange Grove. These standards are either the completion of a Master Plan which identifies the use and location of the square footage or the completion of the Specific Plan which identifies the use and location of the square feet.

Total New Housing Units = 75

Total New Non-Residential Square Footage = 800,000*

General Commercial	= 350,000
Institutional	= 250,000

* With 200,000 square feet contingent upon performance standards.



EAST PASADENA

d. East Pasadena Specific Plan (See map on p.84)

This specific plan will focus on providing additional employment opportunities for the City by facilitating expansion of existing businesses and development of new businesses. It consists of industrial and retail areas on both sides of the 210 freeway. The three areas which comprise the specific plan area are described below.

d1. East Foothill Industrial District

In this area, the Specific Plan will encourage this area's continued use as an industrial district with moderate amounts of additional office and commercial development. The Specific Plan will facilitate transit oriented development near the proposed light rail station at Sierra Madre Villa and the 210 freeway. The completed San Gabriel Redevelopment Project Area is within the boundaries of this subarea.

Total New Housing Units = 0

Total New Non-Residential Square Footage = 890,000

Industrial	= 700,000
General Commercial	= 140,000
Institutional (including child care)	= 50,000

d2. Foothill, Rosemead, Sierra Madre Villa

In this area, the Specific Plan will encourage additional industrial and office development with a limited amount of supporting retail/commercial development. Child care to support employees should be encouraged. The use of the Pasadena Unified School District's property on Foothill Boulevard (formerly the Continuation School) for either institutional/educational or commercial/industrial use will be encouraged. The adjacent city-owned property to the east,

which is not deed-restricted for open space and the Edison right-of-way, could be used as parking to support the development of the PUSD property.

During the Specific Plan process this area may be considered for retail development such as discount stores with a conditional use permit. Traffic impact on the surrounding neighborhood and the feasibility of industrial and environmental park uses will also be addressed during the specific plan process. Until completion of the Specific Plan, discount retail/big box will not be considered in this area.

Transit oriented development will be encouraged around the proposed light rail station at Sierra Madre Villa and the 210 freeway.

Manufacturing and offices are encouraged in the Foothill, Rosemead, and Sierra Madre Villa Boulevard area and protecting the existing industrial uses in the area. An environmental park may be established in this area. An environmental park is a specialized type of business park which focuses on land uses which are intended to provide for the development of products and technologies to improve the quality of the environment. During the development of the Specific Plan, incentives to encourage environmental park uses will be identified. The range of uses permitted in an environmental park would include research and development, light manufacturing, and engineering laboratories. Supportive uses such as professional offices, small scale eating establishments, and child care facilities will provide needed services to employees of the immediate area.

In contrast to other Specific Plan areas, the "flexibility factor" for this area will be 50% rather than the 25% described on page 44.

Total New Housing Units = 400 (300 at or near the light rail station)
Total New Non-Residential Square Footage = 1,175,000

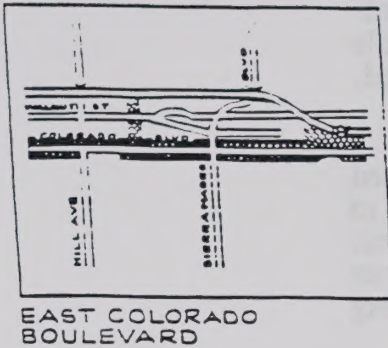
Industrial	= 500,000
General Commercial	= 600,000
Institutional (including child care)	= 75,000

d3. Hastings Ranch/Foothill-Rosemead Shopping Center Areas

In this area, the emphasis will be on enhancing the existing retail development and improving pedestrian access between the separate shopping areas. Transit oriented development will be encouraged in this area. Prior to adoption of the specific plan, any proposals to enhance or expand the existing retail centers will provide for significant landscaping improvements to the parking lots.

Total New Housing Units = 0
Total New Non-Residential Square Footage = 35,000

General Commercial	= 35,000
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e. East Colorado Boulevard Specific Plan (see map on p.85)

This Specific Plan will identify areas of East Colorado Boulevard which are appropriate locations for developing mixed use projects and housing projects and areas where commercial development should be concentrated. The Specific Plan will analyze the corridor between Colorado Boulevard and the proposed light rail station at Allen and the 210 freeway for appropriate pedestrian and circulator links. The specific plan will also establish mechanisms to protect the single family residential area north of the freeway on Allen from the impacts of the light rail station and protect the residential areas surrounding the Specific Plan.

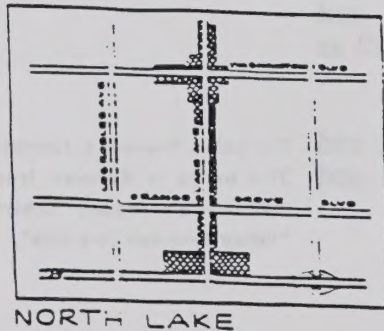
Land uses such as retail shops and offices are encouraged in the area of Hill Avenue by Pasadena City College, Colorado Boulevard at Sierra Madre Boulevard, and Allen Avenue at Colorado Boulevard. Membership, retail, discount, department stores and auto dealers are primary land uses that are encouraged to anchor the eastern entrance of the City on Colorado Boulevard. These uses will also serve residents of adjacent cities.

The overall purpose of this Specific Plan is to break up long stretches of strip commercial with residential uses and cluster commercial uses in nodes which will be identified by the Specific Plan.

Total New Housing Units = 750

Total New Non-Residential Square Footage = 650,000

General Commercial	= 550,000
Institutional (including child care)	= 100,000



f. North Lake Specific Plan (See map on p.86)

The Specific Plan will focus on developing design standards and on identifying areas for mixed use development on North Lake and the frontage of East Washington between Lake and El Molino, with an emphasis on providing a pedestrian-friendly environment.

Some of the goals of the Specific Plan are:

- to move away from auto-oriented uses
- to create a pedestrian-friendly environment
- to develop streetscape and landscape plans
- to develop design standards
- to protect residential areas from impacts of commercial development

One goal of the Specific Plan will be to buffer residential uses from commercial development on Lake Avenue. Limiting commercial hours of operation for compatibility with adjacent residential neighborhoods will be included in the Specific Plan. Mitigation of traffic impacts will be investigated to determine the most desirable methods. Reducing auto-oriented uses, such as drive-through businesses, in favor of businesses oriented to pedestrians will be a

focus. An appropriate mix of residential densities within the mixed-use development will be determined in the Specific Plan. Possible extension of the landscape median on North Lake will be evaluated, along with pedestrian amenities.

The area between Villa Avenue and Maple Avenue, near the proposed light rail station at Lake and the 210 Freeway, will be studied to accommodate appropriate transit-oriented development. In this area. High Density Residential development (up to 48 dwelling units per acre) will be permitted, with the density bonus for affordable housing providing possible densities above 48 units per acre.

The Lake/Washington Redevelopment Plan will be incorporated into the Specific Plan for North Lake.

Total New Housing Units = 500

Total New Non-Residential Square Footage = 175,000

General Commercial = 175,000

g. Fair Oaks/Orange Grove Specific Plan (See map on page)

The Fair Oaks/Orange Grove Specific Plan will encourage actions to visually and physically unify the area, remove planning and zoning barriers to thinly-capitalized and other start-up businesses and encourage household/family-based entrepreneurial endeavors. The Specific Plan will also encourage "livable communities" concepts such as balanced mixed use development, with retail, residential and employment within walking distance of one another, stabilize neighborhoods with affordable housing opportunities and provide for the adaptive reuse of existing residential and commercial buildings to emphasize the historic uniqueness of Fair Oaks/Orange Grove and to foster a greater sense of community. Built-in flexibility and performance standards are envisioned to be part of the plan as well as expanded incentives for investment and development.

The Specific Plan process will be coordinated by the Planning and Permitting Department and will include the Housing and Development Department and the Northwest Programs Office.

The name, Pasadena, formally adopted in 1871. The name is derived from the Chipewyan language and means "Crown of the Valley" "Valley Between Two Hills".

Total New Housing Units = 150

Total New Non-residential Square Footage = 500,000

General Commercial = 350,000

General Industrial = 150,000

2. ZONE MAP AMENDMENTS

Several areas of the city will be the subject of zone change studies and amendments to the zoning code to implement the goals and policies of the General Plan. Other areas will require zone changes in order to achieve consistency between the General Plan and the Zoning Code.

Detailed maps of each area are in the Implementation Maps - Section E of this document.

a. North Fair Oaks Avenue (See map on p.87)

A proposed Community Health Center on North Fair Oaks Avenue may require a zone change from the existing zoning of multi-family residential to a category which would facilitate the development of a health center.

The existing zoning designation is RM-32 (Multi-family residential, 32 units per acre). The intent of the zone change study will be to reduce the density of the area to RM-16 (Multi-family residential, 16 units per acre).

Although the existing zoning calls for multi-family residential development, many institutional uses are continuing to operate because of their legal non-conforming use status. A study should consider the feasibility of modifying the rules for continuation of the non-conforming uses to limit the possibility of perpetual continuation of uses which are incompatible with residential uses.



b. Northwest Low Density Area (See map on p.88)

This area has preserved its low density residential characteristics despite the multi-family zoning designations of RM-16 (Multi-family residential, 16 units per acre) and RM-32 (Multi-family residential, 32 units per net acre). To preserve this relatively low density area, it is recommended that there be a zoning study with the intent of changing the zoning to RM-12 to reduce housing and population density. The major streets within this area, such as Raymond from Washington to Orange Grove and Marengo from Orange Grove to Mountain will be carefully examined to determine if they should retain a higher density than the local streets.

The general plan designation for this area is Low-Medium Density Residential.

c. North Allen Avenue (See map on p.89)

The section of North Allen Avenue located between Brigden Road and East Washington Boulevard is currently zoned RM-16 (Multi-family residential, 16 units per acre) and RM-32 (Multi-family residential, 32 units per net acre), but all RM-16 zoned residential lots with exception of one (quadruplex) are developed with single family residences and duplexes. A zone change to RS-6 (Single family residential, 6 units per acre) will preserve the low density residential character of neighborhoods located on both sides of North Allen Avenue. The area on North Allen designated Limited Commercial (CL) shall remain as a neighborhood serving commercial area.

d. Hill/East Washington Boulevard (See map on p.90)

This area is generally located northeast of Hill Avenue and East Washington Boulevard, including both sides of Hill. This is a low density residential neighborhood with some multi-family development located in the northeast section where the zoning is RM-32 (Multi-family residential, 32 units per net acre). In order to preserve this area in its current condition, a zoning study will be necessary. The intent of the study is to change the area to RM-12, which would allow the construction of an additional unit on the single family home sites and prevent the construction of large scale multi-family developments.

The general plan designation is Low-Medium Density Residential to accommodate this zoning designation.

e. Planned Development #1 (PD-1) - New York Drive (See map on p.91)

The PD1 site, located in the Eaton Canyon area, north of Sierra Madre Boulevard, is envisioned as an environmental business park with environmental businesses, offices, and research and development. An amendment to the PD-1 development standards will be needed.

f. Rose Avenue Tennis Courts (See map on p.92)

The Rose Avenue site (4.61 acres), a property owned by the Pasadena Unified School District, is currently zoned RS-1 (Single Family Residential, one unit per net acre) and is developed with 10 tennis courts. The tennis court site is located on the northern limit of Pasadena High School and is adjacent to a larger parcel which was developed as Rose Court Planned Development (PD-17) in late 1980's. PD-17 includes single family (attached and detached) residences. This site could be developed with the same density as Rose Court (12.9 units per acre). In addition, the same standards and conditions such as only detached single family housing fronting Rose Avenue, would be made part of the development standards.



The general plan designation for this site is Medium Density Residential.

g. El Molino at Mountain (See map on p.93)

This area includes the area east of El Molino, south of Mountain. The existing zoning designation is RM-32 (Multi-family residential, 32 units per acre). The intent of the zone change study will be to reduce the density of the area to RM-16 (Multi-family residential, 16 units per acre).

h. Fair Oaks Corridor (See map on p.94)

The Housing and Development Department in conjunction with the Planning Division shall pursue additional land use analyses and

zoning ordinance revisions and/or redevelopment plan amendments to prohibit incompatible land uses which inhibit commercial/industrial revitalization activities.

i. Green Street between Chester and Hill (see map on p.95)

This zoning study will look at all four corners at Green Street and Holliston Avenue to determine whether to change from Limited Commercial to General Commercial.

j. Woodbury between Windsor and Casitas (see map on p.96)

The intent of this zone change study will be to examine the Pasadena Unified School District (P.U.S.D.) property north of Muir High School to determine if it is appropriate to change the zoning designation from Institutional to Industrial.

k. Wilson at San Pasqual (see map on p.97)

The intent of this zone change study will be to examine this property adjacent to the California Institute of Technology to determine if the zoning should be changed to Institutional or to a lower density residential designation than the existing RM-48 (multi-family residential, 48 units per acre).



3. GREEN SPACE ELEMENT OF THE GENERAL PLAN

The City will revise the mandatory Open Space Element of the General Plan which will be called the "Green Space Element." This element will incorporate all the existing plans prepared for open space and park areas and will also include several new planning and implementation efforts.

During the development of the Green Space Element, the need for new zoning designations for natural and recreational open space will be investigated.

The Lower Arroyo Seco has an existing master plan to govern development and protection of this unique part of the Arroyo. Other parts of the Arroyo Seco include the area extending from the proposed Hahamongna Watershed Park through Brookside Park to the Lower Arroyo Park. The Hahamongna Watershed Park has been extensively studied and is planned through the Hahamongna Watershed Park Plan. The Arroyo provides not only opportunities for recreation but also a complex riparian ecosystem within the city limits. The Green Space Element will address development of recreational opportunities and protection and restoration of the ecosystem, while recognizing the important existing water supply and flood control functions of the area.

Eaton Canyon is home both to natural areas and to developed recreational sites. A master plan shall be prepared to include the

existing OS (Open Space) zoned area associated with the civil defense site and pistol range, Eaton Wash Park, and the area down to the 210 Freeway. Existing natural areas will be protected under the plan. Recreational opportunities may be developed in some areas of Eaton Canyon such as the area immediately north of Foothill Boulevard.

The following City parks already have master plans:

- Brookside Park
- Brookside/Rose Bowl - Area "H"
- Central Park
- Eaton/Blanche
- Hamilton Park
- Jefferson Park
- Lower Arroyo Park (not finalized)
- McDonald Park
- Memorial Park (not finalized)
- Robinson Park
- Victory Park
- Villa-Parke Center
- Washington Park

These plans will be incorporated into the Green Space Element and updated if necessary. The Element will also investigate sources of financing to implement these park plans.



Neighborhood Parks can provide smaller open space experiences within the developed city. The City shall prepare a study of sites potentially suitable for small parks of at least 1 acre. The study will include sites in both residential and commercial districts. Though emphasis will be placed on city-owned land and parts of the former Santa Fe Railroad Right of Way, privately-held sites will also be considered. Neighbors of potential sites shall be included in discussions when the study is prepared.

The Green Space Element will investigate what steps are necessary to utilize school playgrounds and playing fields as park or open space areas. In many cases, school playgrounds are already functioning as neighborhood parks, but facilities such as restrooms and drinking fountains are unavailable when the schools are closed.

The urban forest is a significant asset contributing to the quality of life in Pasadena. Strategies to protect and enhance our urban forest will be an important component of the Green Space Element.

4. DESIGN PRINCIPLES AND CRITERIA

On June 23, 1992, the City Council adopted citywide design principles to guide development and make buildings and open spaces that are particular to the place and establish conditions that give coherence to the city.



These Design Principles are written with a clear objective in mind: They are a means for achieving qualities that are desired, not simply a

means for avoiding anticipated errors. They should set the groundwork for an exchange between the architects, the developers and the community of which the project will form a part. The fundamental and special purpose in this instance is to achieve a cohesive city that provides interest and amenity for its citizens.

Objective: Architectural Excellence in Building and Open Space

Architecture that is excellent is fit uniquely to its place, works directly with the techniques and pressures of its time, is the result of an intense vision of human possibility and will sustain continuing critical examination.

The City of Pasadena is committed to the goal of architectural excellence. Guidelines alone will not automatically cause this to happen. Excellence is the result of appropriate capital investment, guided by the collaboration of quality architects, clients with vision and a City that demands such excellence.

The guidelines below draw attention to factors that will make buildings particular to the place and set out conditions that will give coherence to the City. This, in turn can cause individual building projects to each make an appropriate contribution to the whole, to become valuable parts of the City rather than stand-alone objects.

Guiding Principles:

1. Enhanced Environment

The first principle is that all **building projects alter an existing environment**. Projects should be shaped to improve that environment for the public, as well as to fulfill the economic objectives of the City or a developer.

Buildings and open spaces should support the distinctiveness of localities and regions. They must be designed to relate to and support the special characteristics of the existing fabric of the site's immediate surroundings as well as to the larger environment of which they are a part. They should refer to the natural, social and built history of the place.

The fundamental qualities of architectural integrity and of access to light and air must control the design. Buildings should allow sun to penetrate to the sidewalks and outdoor spaces.

Open spaces and streets must be as carefully designed as buildings. Their quality is defined by the quality of buildings and landscaping that surround them. They are the living rooms of the City and are as important to its citizens as the buildings.

Historic buildings should be rehabilitated so that they remain a reflection of the City's past as they become active participants in its present. When new development is adjacent to historic structures, it should respect the existing fabric and employ design devices that

provide a transition between the old and the new -- while still contributing its own distinctive qualities.

All building projects should be environmentally sustainable: through the use of design devices and technology, projects should minimize utilization of and dependence on energy, water and other finite resources.

2. Human Values

The second principle is that **buildings and places serve as indicators of human values**; they reflect the concerns of the people who are responsible for building them. Projects should reflect concern for the well-being of citizens -- for workers, visitors, neighbors and passersby - and they should embody cultural values. They should be accommodating, inspiring, comfortable and enduring.



Buildings should be inviting and should sustain attention. They should be designed to emphasize proportions and measurements that reflect the presence and importance of people. They must accommodate the patterns of anticipated use, yet be constructed so that changes in use can be accommodated.

Public movement within buildings and open spaces should be along passages that are capacious and clear. Circulation systems should offer choices to those who are familiar with the place without confusing those who are not.

New buildings should reflect the concerns of the community and provide an enduring investment.

3. Imagination and Creativity

The third principle is that **buildings and places result from the interactions of many imaginations**. Guidelines should be structured to encourage creative response at many scales and on the part of the various people and cultures involved in designing and making places and their constituent parts.

Each architect, builder and developer should understand that he or she is becoming a founder of the city by contributing a project to its history. As individuals they are making a permanent contribution to the urban landscape that is cared about and used by the citizenry of Pasadena.

Pasadena's built environment is the result of the contributions of many cultures. They give variety and distinction to the area and provide for the kind of diversity which is fundamental to the sense of a democratic city.

Fundamental Qualities of Building and Open Space:

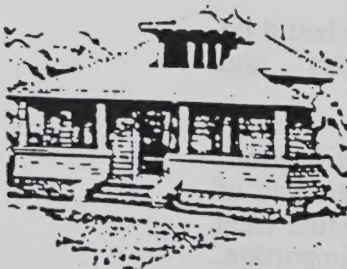
The basic qualities of buildings and places that are inviting and sustain attention include:



- a distinctive hierarchy of publicly accessible spaces and significant landmark features and buildings
- entries and visual transparency that create frequent points of interest along public streets
- the use of architecture and landscaping to create strong edges to and containment of open space
- differentiated kinds of passages
- frequent access to light and outlook
- vertical interconnections
- ease of access for the physically impaired
- well crafted, durable materials
- flexibility of use
- elements that are human scaled
- elements that relate to human acts (e.g. steps, seating, gathering places, etc.)
- passages, terraces, balconies and courts
- building elements that are characteristic of major institutions such as churches
- evidence of artistry and craft, ornament and symbolism
- the use of the ordering principles of:
 - axis/ datum
 - internal and contextual harmony / balance
 - hierarchy / emphasis
 - rhythm / repetition as related to line, plane, mass, volume, light, color and texture
- the use of proportion / scale as related to human use, ceremony and function

Pasadena Elements:

These are some of the elements that give Pasadena its *genius loci*, its particular sense of place and quality:



- abundance of trees and other landscaping
- frequent and ample views of the mountains
- access to light and sun
- shade from summer sun and access to winter sun
- a wealth of cultural and architectural landmarks
- an abundance and variety of open spaces -- from urban parks and the Arroyo Seco to courtyards and gardens
- connected systems of outdoor passages, alleys, streets, courtyards and gardens
- integration of art into the fabric of buildings as well as open spaces
- prudent use of water
- diversity within a coherent whole

5. DESIGN STANDARDS

Recognizing that design affects the character of the City and the livability of its neighborhoods, the following implementation strategies are proposed to achieve the goal of high quality urban design in Pasadena:

- Streamline the City's existing process for design review (completion by March, 1993)
- Adopt specific design guidelines for the Central District Specific Plan area to include completion of the Pasadena Downtown Urban Design Guidelines (Chapter 4 - Massing Guidelines) and guidelines for South Arroyo Parkway.
- Develop specific resource guidelines for incorporation into the revised zoning code. These guidelines are proposed for: urban open spaces, landscaping, parking, zone transition areas, neighborhood commercial areas, rehabilitations of existing non-historic buildings (October, 1993).
- Convene a public outreach program, involving local residents, on design standards and design review.
- Formulate guidelines for targeted "design upgrade" area, North Fair Oaks Avenue (completion by May, 1994).
- Examine changes to thresholds and geographic areas that are subject to design review (completion by May, 1994).
- Develop design guidelines for the East Pasadena Specific Plan area.
- The extension of Lincoln Avenue Redevelopment area design guidelines for the CG-1 district of Lincoln Avenue will be included as a future Planning Division work program item.

6. HISTORIC PRESERVATION

This program is designed to achieve the Principle - Change should be harmonized to preserve Pasadena's historic character and environment.

The basic principles of preservation planning are identification, designation and protection. Identification involves the activities of research, data collection, and evaluation. These activities define what historic resources are important, as well as, why they are important. Designation and protection involve legislative action. Preservation of the historic character of Pasadena can be accomplished if the mechanism is in place to designate historic resources and authorize review of proposals that may affect them. The following strategies are proposed to achieve the goal of preservation of Pasadena's historic character and environment:



LAKE HOUSE 1896
531 North Broadway Avenue
(House of Benjamin Hays, early Pasadena entrepreneur)

- Complete the historic context/property type report for the City of Pasadena (in progress, to be completed by September 30, 1992).

- Complete a City-wide survey of historic resources to identify districts eligible for National Register of Historic Places designation and individual buildings/structures eligible for local and National Register designation (completion by October, 1993).

- Continue the City's long-range program of conducting Certified Local Government funded intensive surveys (ongoing).

- Prepare a preservation plan which identifies strategies to protect or minimize negative impacts to historic resources (completion by April 1994).

- Revise the Cultural Heritage Ordinance to correlate with the above information and to provide legislative implementation tools (completion by November 1994).

- Streamline review procedures by incorporating the historic resources information onto the City's Integrated Land Management System (completion by July 1994).

7. REDEVELOPMENT PROJECT AREAS

The City has eight existing redevelopment project areas. Two of these redevelopment projects are considered completed: San Gabriel and Orange Grove. For those areas which are not in Specific Plan areas and are not completed project areas, the adopted Redevelopment Plans will define the future development as described below.

Lincoln Avenue Redevelopment Project Area (See map on p. 103)

The General Plan designation is intended to implement the Redevelopment Plan, including the proposed residential uses.

Total New Housing Units = 100

Total New Non-Residential Square Footage = 200,000

General Commercial = 200,000

Lincoln Triangle (See map on p. 100)

This area is within the Downtown Redevelopment Project Area, but not in the Central District specific plan area. Along with the Lincoln Triangle Plan it will guide development in this strategy area.

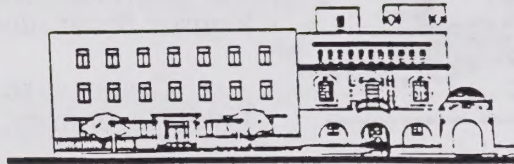
Total New Housing Units = 150

8. MASTER DEVELOPMENT PLANS

Some areas of the City are governed by existing Master Development Plans. These plans set forth the rules for development on property

owned by major public institutions in Pasadena and are the implementation tools of the General Plan in these areas. The Master Plans set forth the maximum amount, type and location of future development which will occur for the institution during the lifetime of the Master Plan. Existing Master Development Plans have been adopted by the City Council for the following institutions:

- Lake Avenue Congregational Church
- Valley Hunt Club
- Annandale Country Club
- Pasadena Historical Society
- Art Center College
- St. Luke Hospital
- Las Encinas Hospital (As required by the Master Plan, the hospital property between Millicent Way and Diana Street extending out to San Gabriel Boulevard will remain used as single family residential.)
- Chandler School
- Huntington Hospital
- Mayfield School
- California Institute of Technology
- Monte Vista Grove Homes
- Confirmed Word Faith Center
- Polytechnic School
- Fuller Theological Seminary
- Hillside Home for Children
- Westridge School for Girls

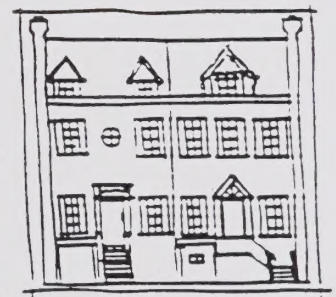


Additional Master Plans may be prepared for other institutions in Pasadena if necessary to guide their future development.

9. ZONING CODE REVISIONS

The Zoning Code is the most important and effective tool for the implementation of the General Plan. The purpose of zoning is the establishment of land use controls intended to advance the policies of the General Plan.

The Zoning Code, Title 17 of the Pasadena Municipal Code, shall be revised to conform with and implement the revised Land use and Mobility elements of the General Plan. New zoning designations shall be established to reflect changes in land use designations. New development standards, consistent with the intensity standards and policies of the Element, shall also be adopted. These standards will reflect the objectives and policies of the General Plan.



Specific amendments to the Zoning Code will include, but not be limited to:

- Addition of new development standards for RM-12 zoning designation.
- Addition of two different mixed use categories of zoning: 1) mixed use-urban which allows a more dense type of mixed use development and 2) mixed use-village which envisions a less dense,

lower scale type of development. Both categories will permit residential uses.

- Artist loft standards will be developed as part of the zoning code revision.

- Adoption of a new residential density, RM-60 (Multi-family residential, 60 dwelling units per net acre), which will be used in targeted development areas where high density urban housing is desired.

- Addition of a floor area ratio (F.A.R.) cap on top of existing zoning for all commercial and industrial areas that are not in the Specific Plan areas. F.A.R. is the ratio of the square footage of the buildings on the site (excluding parking structures) as related to the square footage of the lot. These F.A.R. caps are:

- General Commercial (CG) = 0.80
- Office Commercial (CO) = 0.80
- General Industrial (IG) = 0.90
- Limited Commercial (CL) = 0.70 (two story height limit unless housing is included in the project. With housing, a third story may be added).

These F.A.R. caps were developed after a study of the existing buildings and their existing F.A.R.s in these districts. The caps were set at a level that would allow 90 % of the buildings to expand to this F.A.R. cap. Ten percent of existing buildings already exceed this cap.

- Investigation of creative design solutions and flexible development standards to reduce the impacts of traffic and noise on residents living along Smart Corridors, primarily arterials, and mobility corridors.

- Investigate thresholds for the conditional use permit requirement for substandard lots.

- Implement Policy 1.7 of the Land Use Element to provide for the establishment of neighborhood centers.

- Adoption of new multi-family development standards applicable to certain large parcels with the RM-12 zoning designation.

- Investigate creative design solutions and flexible development standards to reduce the impact of traffic and noise on residents who live along the Corson and Maple Smart Corridors.

10. MANAGEMENT/ADMINISTRATION OF THE GENERAL PLAN

This section outlines the program for administering and updating the General Plan. It also recommends procedures which are intended to make the General Plan a more effective planning tool for the City.

a) Annual Reports - The annual review process will consist of public hearings before the Planning Commission, Transportation Advisory Commission, Northwest Commission and City Council on the progress in meeting the goals and objectives of the General Plan. This process will provide an opportunity to update residents on the implementation process of the General Plan.

b) Five Year Updates - At five year intervals, beginning 1998, there will be a major citizen participation effort to re-evaluate the General Plan and update or change objectives if necessary. If certain General Plan goals are not being achieved through the existing objectives and programs, amendments will be proposed to better achieve these goals. This update process will include at least two public meetings to identify community issues and concerns and at least two additional public meetings to present recommendations for revisions prior to public hearings before the Planning Commission, Transportation Advisory Commission and City Council. This will also be the time to evaluate other influences such as the economy and adjust the General Plan accordingly. The first five year period will begin with the final adoption of the General Plan in 1993.

The first Rose Queen, Hallie Woods, was crowned in 1905.

c) General Plan Amendments - Any proposed amendments would be taken to the Planning Commission and City Council in two annual cycles - one to coincide with the annual General Plan review and a mid-year cycle. If necessary, up to two additional amendment cycles will be added each year. The following criteria must be met in order for a proposed amendment to be accepted:

- All amendments must be consistent with the overall principles, objectives and policies of the entire General Plan.

- Size - Parcel specific amendments will be discouraged. If a parcel specific amendment application is received, staff normally will recommend to the Planning Commission a larger study area.

d) Development of a Geographic Information System (GIS) - A computerized land use mapping and information will be developed for land use tracking and other data base needs of the City. Traffic and fiscal modeling can also be integrated into the GIS system. This could assist in maintaining consistency between the Land Use and Mobility Elements.

e) General Plan's role in Budget Development - The General Plan will become an integrating tool for setting spending priorities and developing work programs for the City. These spending priorities and work programs form the basis for each year's operating budget for the City.

f) General Plan's role in the Capital Improvement Program - Construction of public facilities and infrastructure is an important link between the development of the City and the implementation of the General Plan. The City's Capital Improvements Program (CIP) itemizes specific improvements and indicates the schedule and anticipated funding.



The Capital Improvement Program enables the implementation of the City's fiscal policies in a manner which is consistent with the goals and policies of the General Plan. For example, to implement the General Plan objective of maintaining and acquiring open space, the CIP can identify park maintenance projects or specific parcels of land to purchase. The CIP can also be used to implement targeted development objectives by locating and programming public facilities and infrastructure in areas where targeted development is planned. By stipulating land uses and intensities, the General Plan provides the basis for the design and capacity of public facilities necessary to meet the community's future infrastructure needs.

The Six Year Capital Improvement Program is prepared every two years; each preparation year will be initiated with a City Council workshop to establish priorities for General Plan implementation. A Planning Commission CIP Subcommittee should subsequently review the proposed CIP for consistency with the General Plan.

1. SPECIFIC PLANS

IMPLEMENTATION ACTIONS	Fiscal Year					ONGOING	RESPONSIBILITY
	1992	1993	1994	1995	1996		
a. <u>Central District Specific Plan</u> Develop policies and specific development standards for the Specific Plan to facilitate special treatment of the following eight areas: - a1. Urban Village -North of Del Mar / West of Fair Oaks - a2. Santa Fe Transportation Center - a3. Urban Housing Area - a4. Playhouse District - a5. Lake Avenue - Office Area - a6. Lake Avenue - Retail Area - a7. Civic Center Master Plan Area Develop policies and specific development standards for the Remaining Area within the Central Business District through the proposed Specific Plan and the existing redevelopment plans.				X	X		Planning
* b. <u>South Fair Oaks Bio-Tech Center Specific Plan</u> Develop policies and specific development standards							Planning

* Where there is no date indicated, the Specific Plan will be completed in the future as determined during the Planning Department work program developed on an annual basis.

IMPLEMENTATION ACTIONS	Fiscal Year					ONGOING	RESPONSIBILITY
	1992	1993	1994	1995	1996		
* c. <u>West Gateway Specific Plan</u> Develop policies and specific development standards							Planning
* d. <u>East Pasadena Specific Plan</u> Develop policies and specific development standards for the Specific Plan to facilitate special treatment of the following areas: d1. East Foothill Industrial District d2. Foothill, Rosemead, Sierra Madre Villa d3. Hastings Ranch/Foothill-Rosemead Shopping Center Area			x				Planning
* e. <u>East Colorado Boulevard Specific Plan</u> Develop policies and specific development standards							Planning
* f. <u>North Lake Specific Plan</u> Develop policies and specific development standards			x	x	x		Planning
* g. <u>Fair Oaks/Orange Grove Specific Plan</u> Develop policies and specific development standards				x	x		Planning and Housing and Development, Northwest Programs

* Where there is no date indicated, the Specific Plan will be completed in the future as determined during the Planning Department work program developed on an annual basis.

IMPLEMENTATION ACTIONS	Fiscal Year					ONGOING	RESPONSIBILITY
	1992	1993	1994	1995	1996		
j. <u>Woodbury between Windsor and Casitas</u> Prepare a zoning study to examine Pasadena Unified School District property to determine if it is appropriate to change the zoning designation from Institutional to Industrial.			X				Planning
k. <u>Wilson at San Pasqual</u> Prepare zoning study to examine property adjacent to the California Institute of Technology to determine if the zoning should be changed to Institutional or to a lower density residential designation.			X				Planning
Make zoning map consistent with the General Plan map.			X				Planning

3. GREEN SPACE ELEMENT OF THE GENERAL PLAN

IMPLEMENTATION ACTIONS	Fiscal Year					ONGOING	RESPONSIBILITY
	1992	1993	1994	1995	1996		
Revise the mandatory Open Space Element of the General Plan and rename the "Green Space Element." Incorporate all the existing plans prepared for open space and park areas and include new planning and implementation efforts.					x		Planning, Parks & Recreation and Public Works Urban Forestry staff

4. DESIGN STANDARDS

IMPLEMENTATION ACTIONS	Fiscal Year					ONGOING	RESPONSIBILITY
	1992	1993	1994	1995	1996		
Streamline the City's existing process for design review.			x				Planning
Adopt specific design guidelines for sub-areas within the Central District.					x		Planning
Develop specific resource guidelines for incorporation into the revised zoning code. These guidelines are proposed for: urban open space; landscaping; parking; zone transition areas; neighborhood commercial areas; rehabilitations of existing non-historic buildings.			x				Planning
Convene a public outreach program, involving local residents, on design standards and design review.				x			Planning
Formulate guidelines for targeted "design upgrade" areas to include: South Arroyo Parkway, North Fair Oaks Avenue and East Colorado Boulevard.						x	Planning
Change thresholds for the applicability of design review.					x		Planning
Extend geographic areas subject to design review.					x		Planning
Develop design guidelines for the East Pasadena Specific Plan area.			x				Planning
Extend the Lincoln Avenue Redevelopment area design guidelines for the CG-1 district of Lincoln Avenue					x		Planning

5. HISTORIC PRESERVATION

IMPLEMENTATION ACTIONS	Fiscal Year					ONGOING	RESPONSIBILITY
	1992	1993	1994	1995	1996		
Complete the historic context/property type report for the City of Pasadena.	.			x			Planning
Complete a City-wide survey of historic resources to identify districts eligible for National Register of Historic Places designation and individual buildings/structures eligible for local and National Register designation.		.	x				Planning
Continue the City's long-range program of conducting certified Local Government funded intensive surveys.						x	Planning
Prepare a preservation plan which identifies strategies to protect or minimize negative impacts to historic resources.			x				Planning
Revise the Cultural Heritage Ordinance to correlate with the above information and to provide legislative implementation tools.				x			Planning
Streamline review procedures by incorporating the historic resources information onto the City's Integrated Land Management System.				x			Planning

6. REDEVELOPMENT PROJECT AREAS

IMPLEMENTATION ACTIONS	Fiscal Year					ONGOING	RESPONSIBILITY
	1992	1993	1994	1995	1996		
a. <u>Lincoln Avenue Redevelopment Project Area</u> Implement Plan.						x	Housing & Development
b. <u>Lincoln Triangle</u> Implement Downtown Redevelopment Project Area.						x	Housing & Development
c. <u>Fair Oaks/Orange Grove area</u> Implement the Fair Oaks Redevelopment Project Area and the Villa-Parke Redevelopment Project Area Plans.						x	Housing & Development

7. MASTER PLANS

IMPLEMENTATION ACTIONS	Fiscal Year					ONGOING	RESPONSIBILITY
	1992	1993	1994	1995	1996		
a. <u>William Carey University</u> Prepare a Master Development Plan.							Applicant
b. <u>World Wide Church of God</u> Prepare a Master Development Plan.							Applicant
c. <u>Pacific Asia Museum</u> Prepare a Master Development Plan.							Applicant
d. <u>Hillside Home for Children</u> Prepare a Master Development Plan.			x				Applicant
e. <u>Westridge School</u> Prepare a Master Development Plan			x				Applicant

8. ZONING CODE REVISIONS

IMPLEMENTATION ACTIONS	Fiscal Year					ONGOING	RESPONSIBILITY
	1992	1993	1994	1995	1996		
Revise Zoning Code and map						x	Planning

9. MANAGEMENT/ADMINISTRATION OF THE GENERAL PLAN

IMPLEMENTATION ACTIONS	Fiscal Year					ONGOING	RESPONSIBILITY
	1992	1993	1994	1995	1996		
Annual reports		x	x	x	x	x	Planning
Five Year Updates						1998	Planning
Development of a Geographic Information System (GIS)						x	Planning
General Plan's role in budget development						x	
General Plan's role in the Capital Improvement Program (CIP)						x	
General Plan EIR			x				Planning
Consistency between all elements				x	x		Planning
Implement draft General Plan		x	x				Planning



LAND USE ELEMENT



IMPLEMENTATION MAPS

MADE IN GERMANY



INFORMATION

MAPS

E. IMPLEMENTATION MAPS

The following maps illustrate the Specific Plan Areas and the Zone Changes and Zoning Code Amendment Areas outlined in the previous section on Implementation.

EXHIBIT 10-1

The following table lists the major types of data that are collected in the various types of studies. The data are listed in the columns and the types of studies are listed in the rows.

a. Central District

Map Sheet No. 7, 1952



Central District
Map Sheet No. 7, 1952

Central District Specific Plan Area

Strategic Area within Central District Specific Plan Area

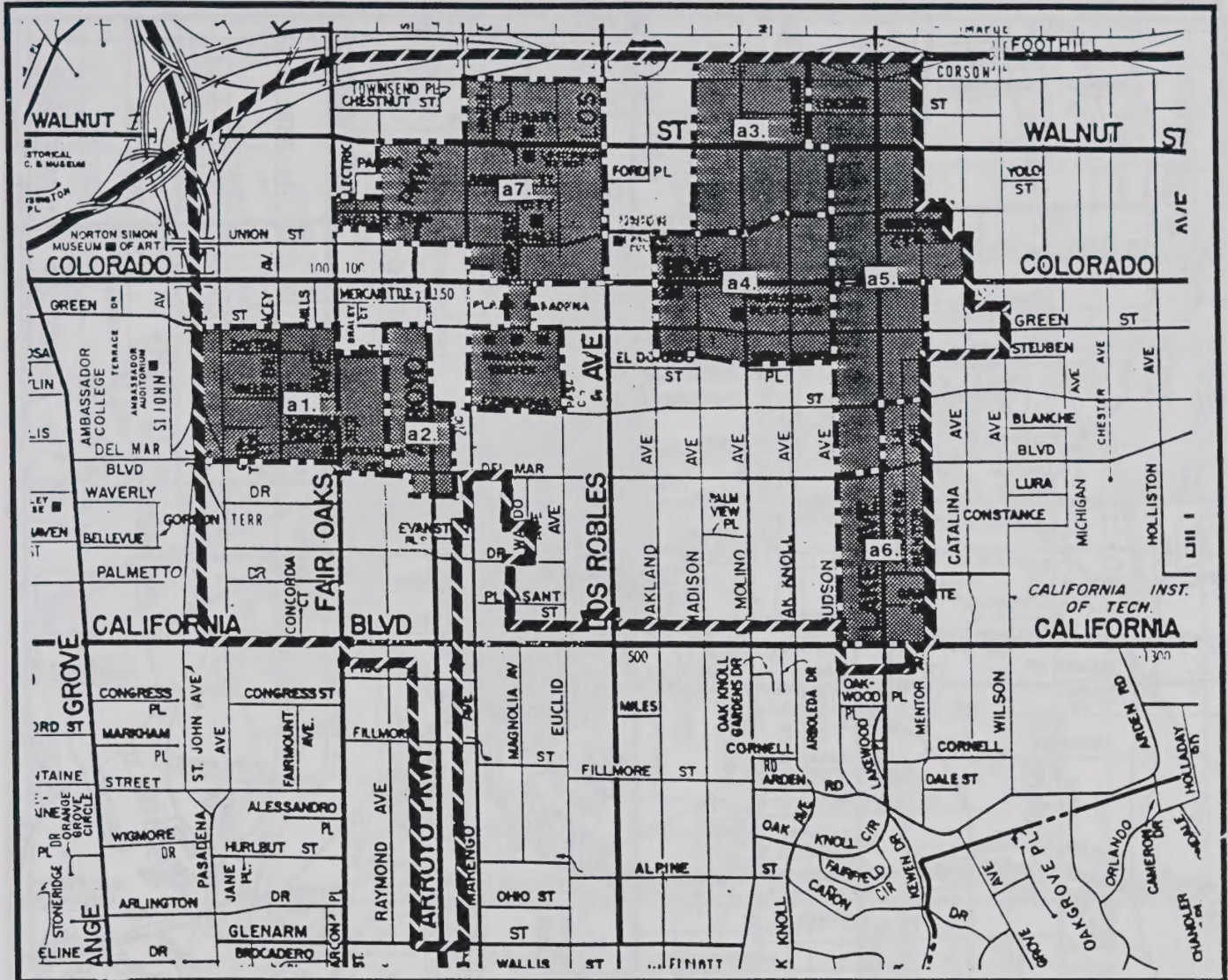
- 1. Main Street
- 2. Central Avenue
- 3. Main Street
- 4. Main Street

- 5. Main Street
- 6. Main Street
- 7. Main Street

The Central District Specific Plan Area is located within the Central District, which is a part of the City of Los Angeles. The Central District is a large area of the city, and the Central District Specific Plan Area is a part of it. The Central District Specific Plan Area is located within the Central District, and it is a part of the City of Los Angeles. The Central District Specific Plan Area is a part of the Central District, and it is a part of the City of Los Angeles. The Central District Specific Plan Area is a part of the Central District, and it is a part of the City of Los Angeles.

a. Central District

Map Dated: July 7, 1992



Central District Specific Plan Area

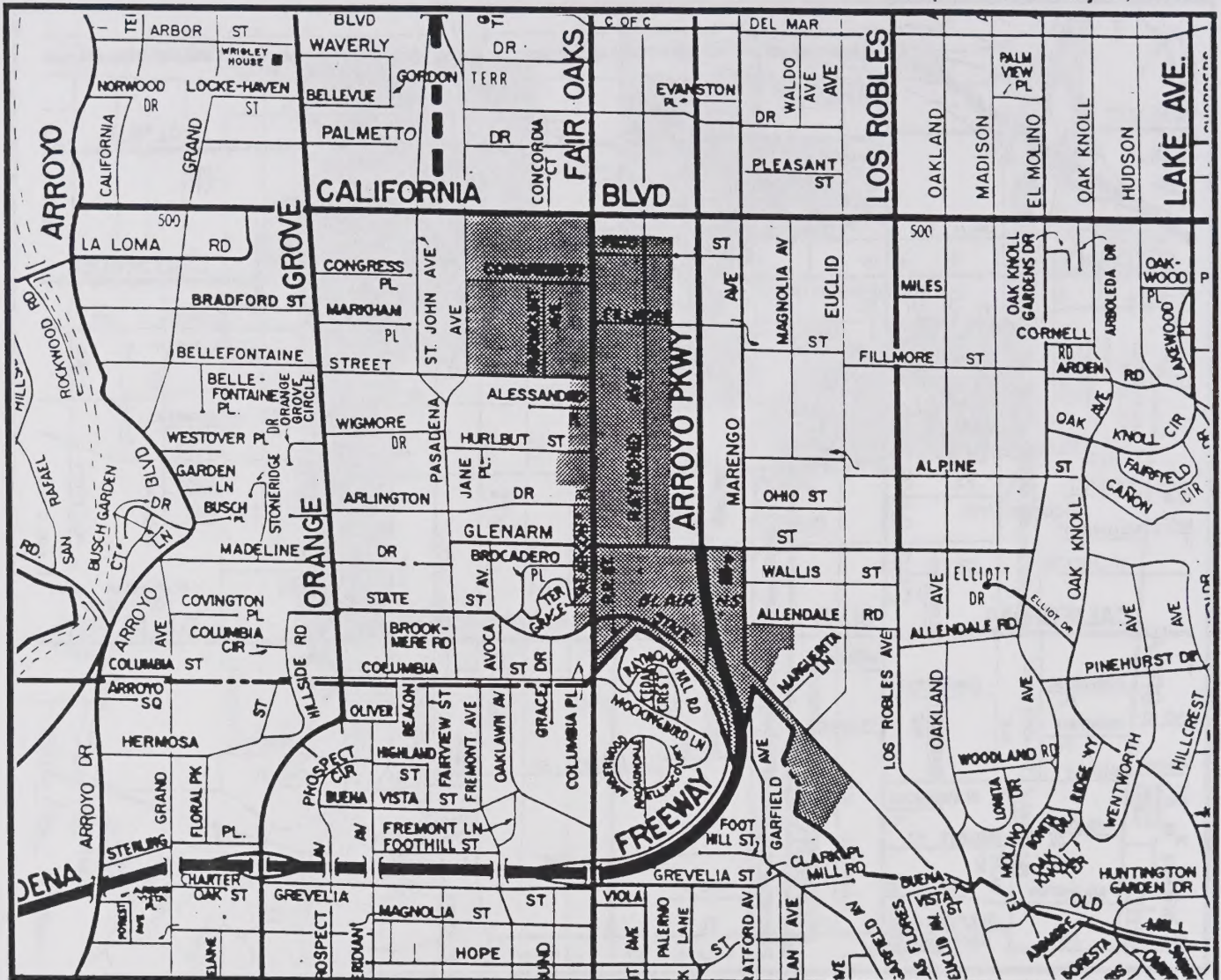
Strategy areas within Central District Specific Plan Area

- | | |
|------------------------------------|-----------------------------------|
| a1. Urban Village | a5. Lake Avenue - Office Area |
| a2. Santa Fe Transportation Center | a6. Lake Avenue - Retail Area |
| a3. Urban Housing Area | a7. Civic Center Master Plan Area |
| a4. Playhouse District | |

The Central District Specific Plan boundary follows the Central District zoning boundary, with the exception of the parcels south of California Boulevard between Oak Knoll Avenue and Hudson Avenue. This specific plan area also includes 1) the CL zoning district north of Union Street and west of Fair Oaks Avenue; 2) the parcels fronting Arroyo Parkway between California Boulevard and Glenarm Street; and 3) the parcels fronting California Boulevard between Fair Oaks Avenue and Arroyo Parkway.

b. South Fair Oaks Bio-Tech Center

Map Dated: July 7, 1992



Specific Plan Area

South Fair Oaks Biomedical Center (Technopolis)

Where the street boundaries on the map are unclear, the following boundaries shall prevail:

The western boundary between Bellefontaine Street and State Street shall follow the IG zoning district boundary.

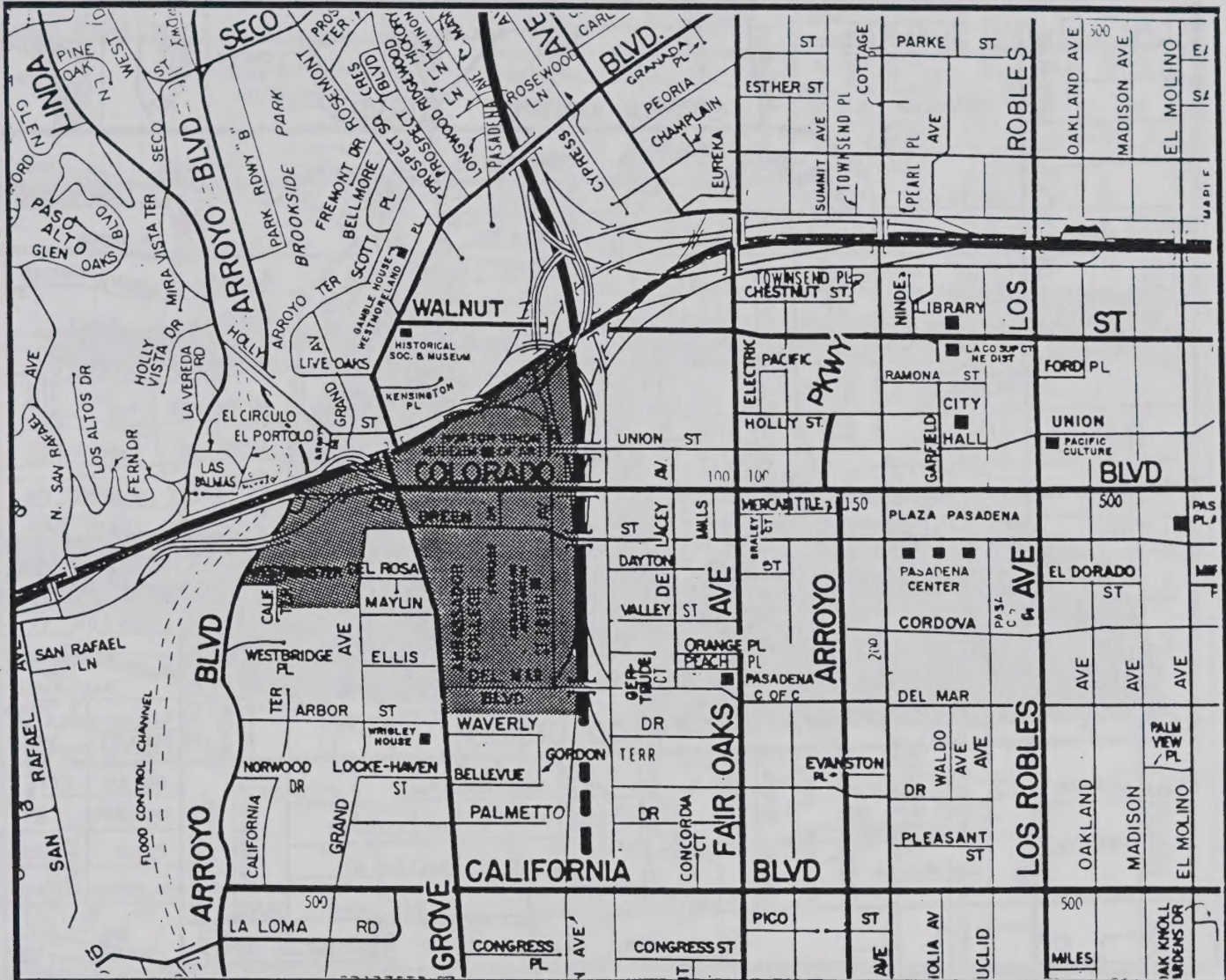
The boundary between the southern city boundary and Marengo Avenue shall follow the PS zoning district boundary. This shall also include the PS zoning district east of Marengo Avenue just south of Allendale Road.

The eastern boundary between California Boulevard and Glenarm Street shall follow the Railroad right-of-way between Arroyo Boulevard and Raymond Avenue.

The northern boundary east of Fair Oaks Avenue excludes the parcels fronting California Boulevard.

c. West Gateway

Map Dated: July 7, 1992



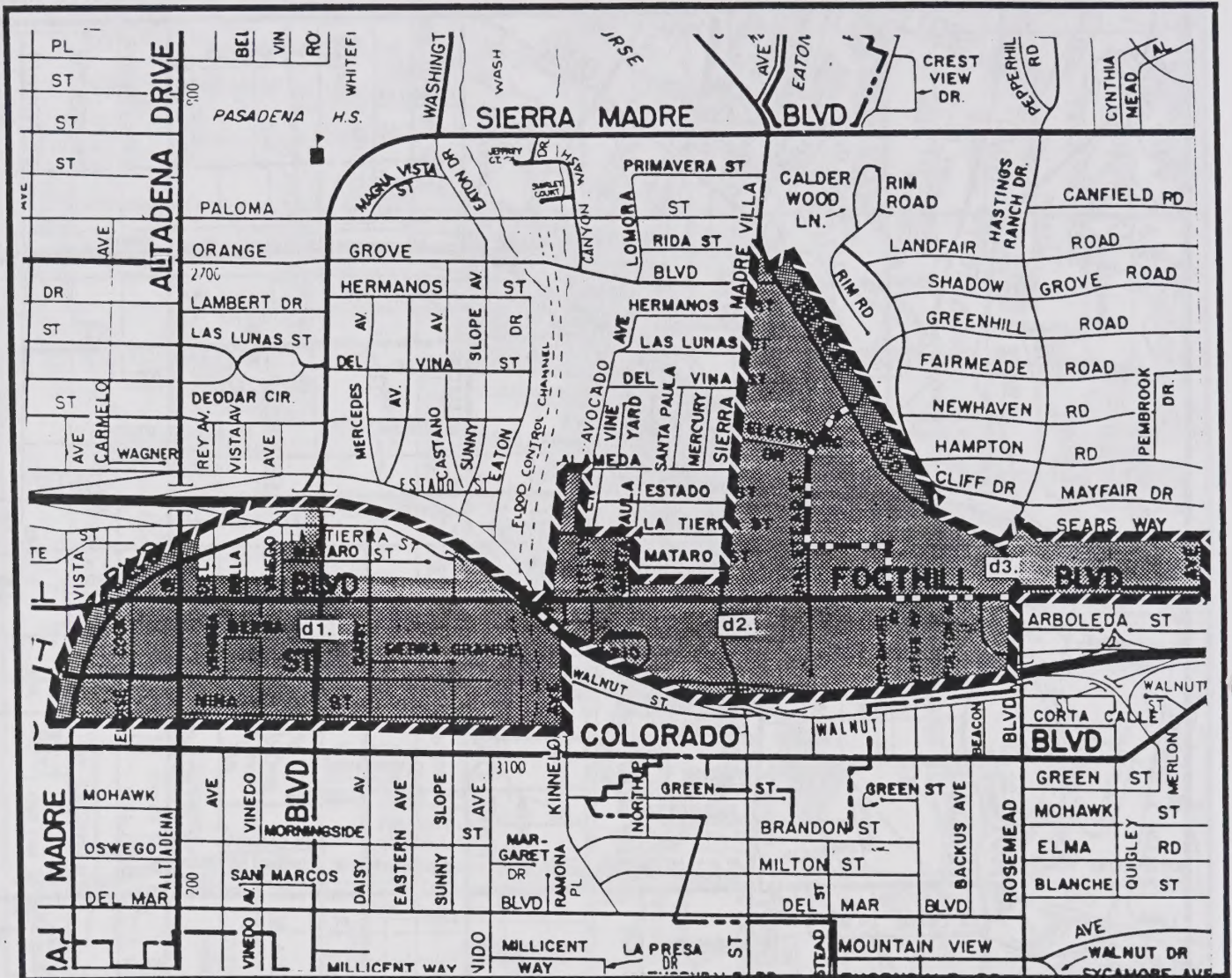
Specific Plan Area

The southern boundary between California Terrace and Grand Avenue follows the southern boundary of the PS-1 zoning district.

The southern boundary between Orange Grove Boulevard and the freeway includes the parcels fronting Del Mar Boulevard.

d. East Pasadena

Map Dated: July 7, 1992



East Pasadena Specific Plan Area

Strategy areas within East Pasadena Specific Plan Area

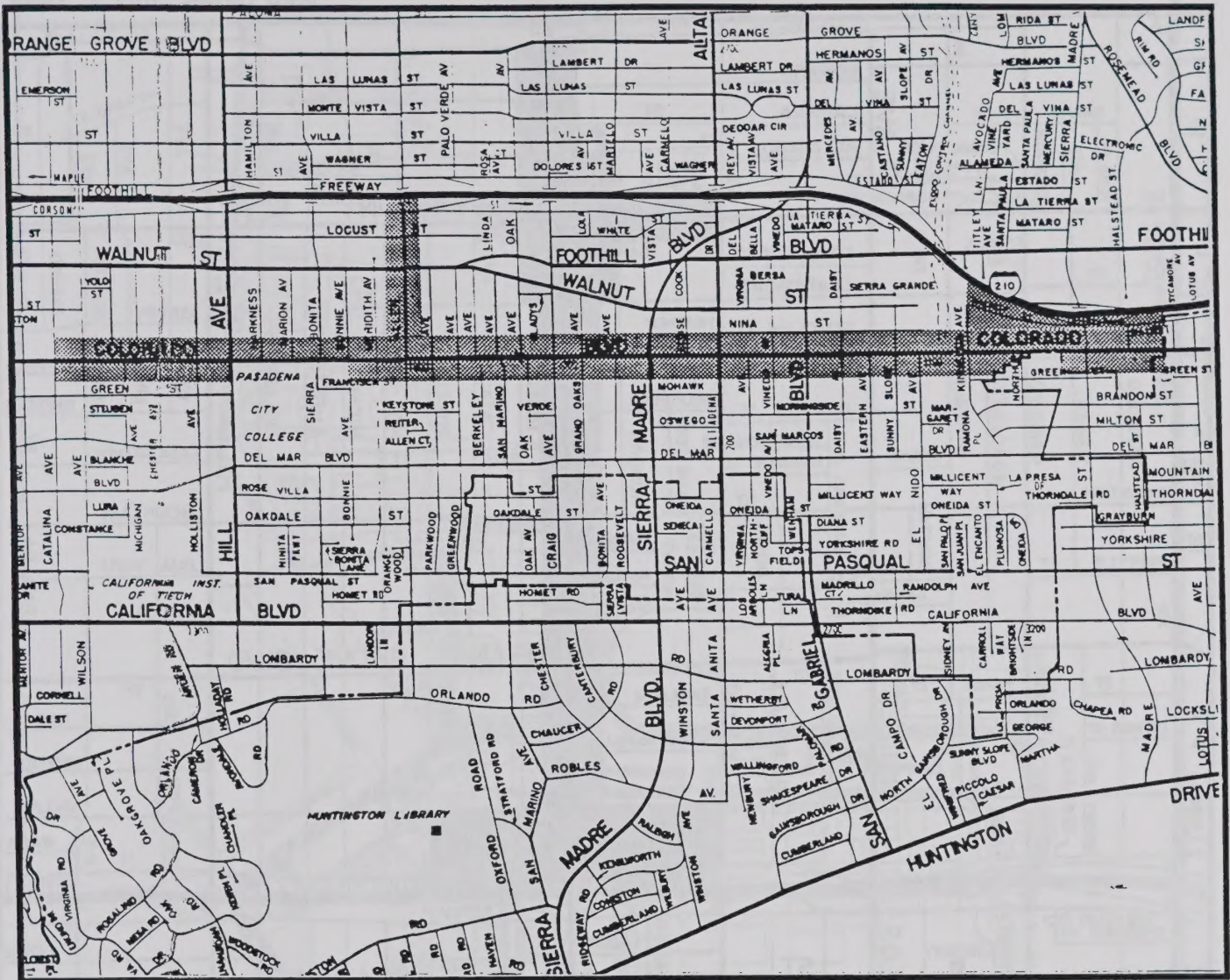
- d1. East Foothill Industrial District
- d2. Foothill, Rosemead, Sierra Madre Villa
- d3. Hastings Ranch/Foothill-Rosemead Shopping Center

The southern boundary between Sierra Madre Boulevard and Kinneloa Avenue shall follow the northern property lines of the parcels fronting Colorado Boulevard.

The western boundary between Colorado Boulevard and the freeway include the parcels fronting Sierra Madre Boulevard.

e. East Colorado Boulevard

Map Dated: July 7, 1992

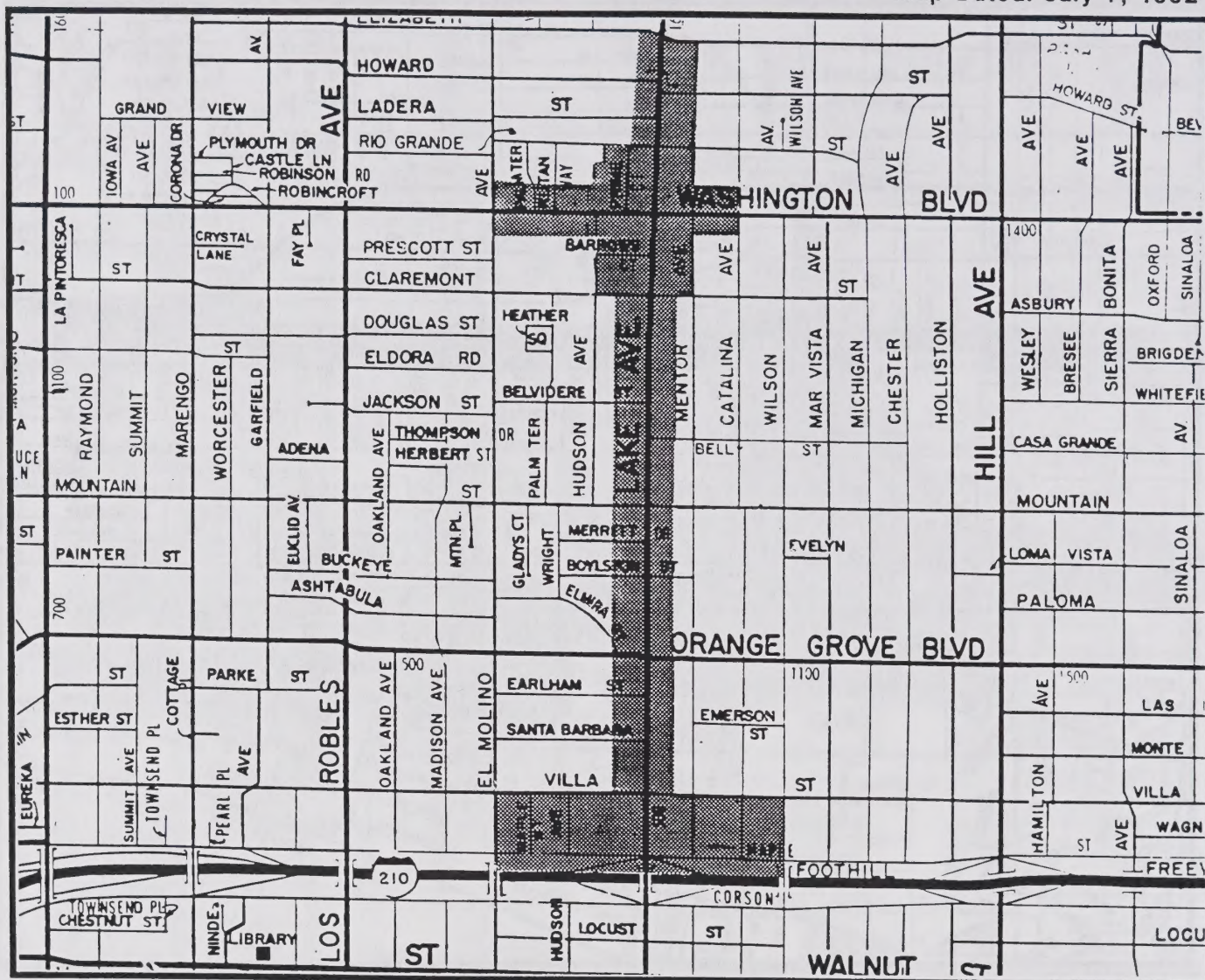


Specific Plan Area

This plan shall include all parcels with frontage on Colorado Boulevard between Catalina Avenue and the eastern city boundary, with the exception of the Pasadena City College property between Hill Avenue and Bonnie Avenue.

This plan shall also include all parcels with frontage on Allen Avenue between Colorado Boulevard and the 210 freeway.

Map Dated: July 7, 1992



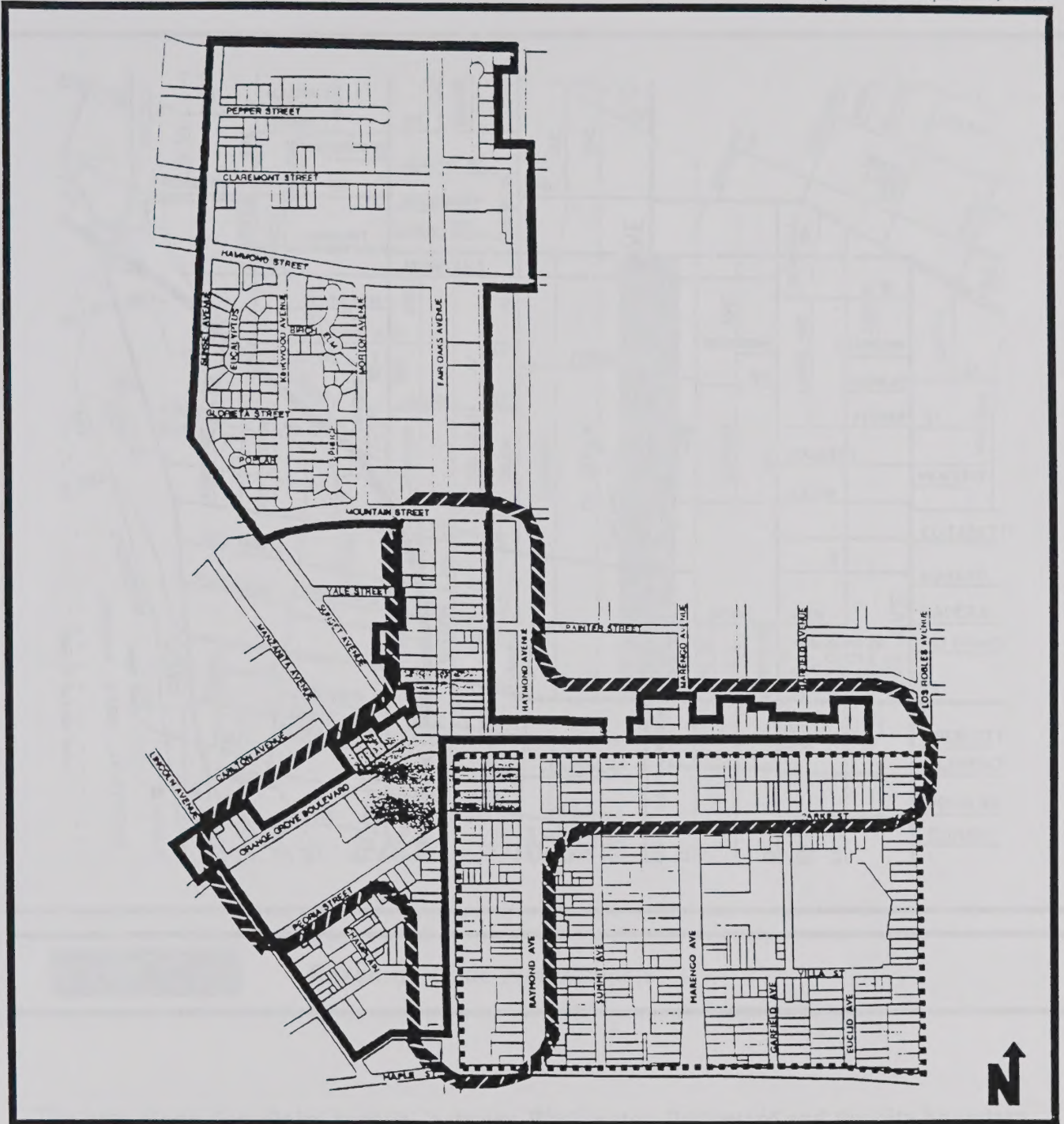
Specific Plan Area

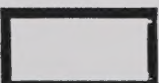
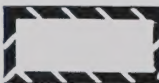
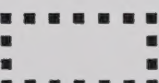
Between the 210 freeway and Claremont Street, the boundaries shall include all parcels fronting Lake Avenue, excluding the PS district between Villa Street and the 210 freeway.

The plan shall also include 1) all parcels within the boundaries of the Lake/Washington Redevelopment Plan; 2) all the parcels along Lake Avenue within the CL SD zoning district between Elizabeth Street and Howard Street; 3) the parcels with frontage on Washington Boulevard between El Molino Avenue and the Catalina Avenue; and 4) all the parcels bounded by El Molino Avenue, Villa Street, Wilson Avenue and the Foothill Freeway.

Fair Oaks/Orange Grove Specific Plan

Map dated: April 19, 1994



	Fair Oaks/Orange Grove Master Plan Area		Fair Oaks Redevelopment Plan Boundary
	Proposed Fair Grove /Orange Grove Specific Plan Boundary		Villa-Parke Redevelopment Plan Boundary

Precise boundaries will be established during the public participation process.

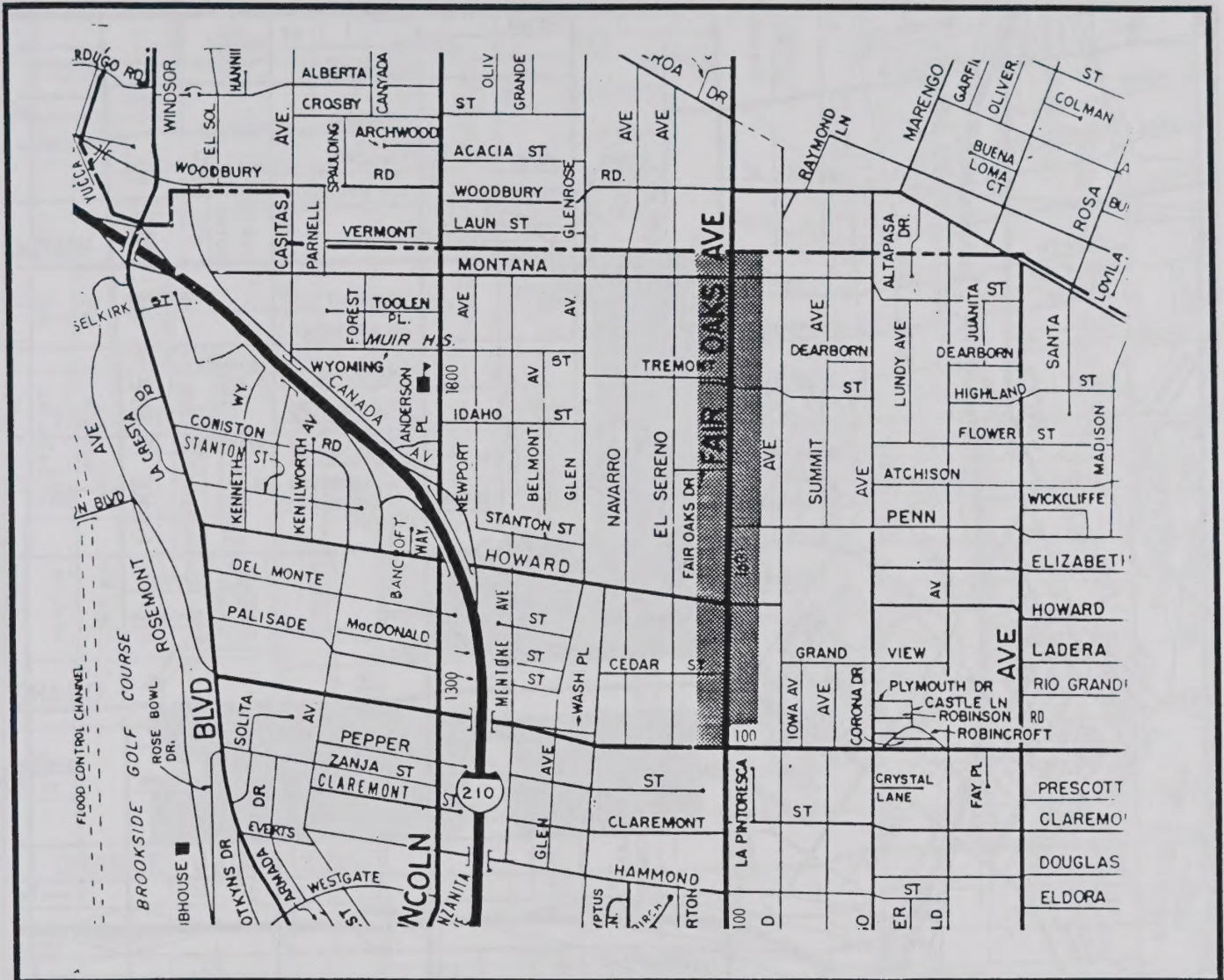
Fair Oaks/Orange Grove Specific Plan

Page 1 of 1



Project Name: Fair Oaks/Orange Grove Specific Plan Project Number: 12345 Project Location: 12345 Fair Oaks Road, Orange Grove, CA 94025 Project Owner: ABC Company Project Manager: John Doe Project Date: 12/12/2023	Project Description: This project is a specific plan for the Fair Oaks/Orange Grove area, which includes the development of a new residential community. The project is located on a 120-acre site and is expected to create approximately 1,500 new jobs and 500 new housing units. Project Goals: The project goals are to create a sustainable, walkable community that is integrated with the surrounding area. The project will include a mix of housing types, including single-family homes, townhomes, and multi-family units. The project will also include a variety of amenities, including parks, schools, and shopping centers. Project Benefits: The project benefits include the creation of new jobs and housing, the improvement of the local infrastructure, and the preservation of the natural environment. The project will also contribute to the economic development of the area and the overall quality of life for the community.
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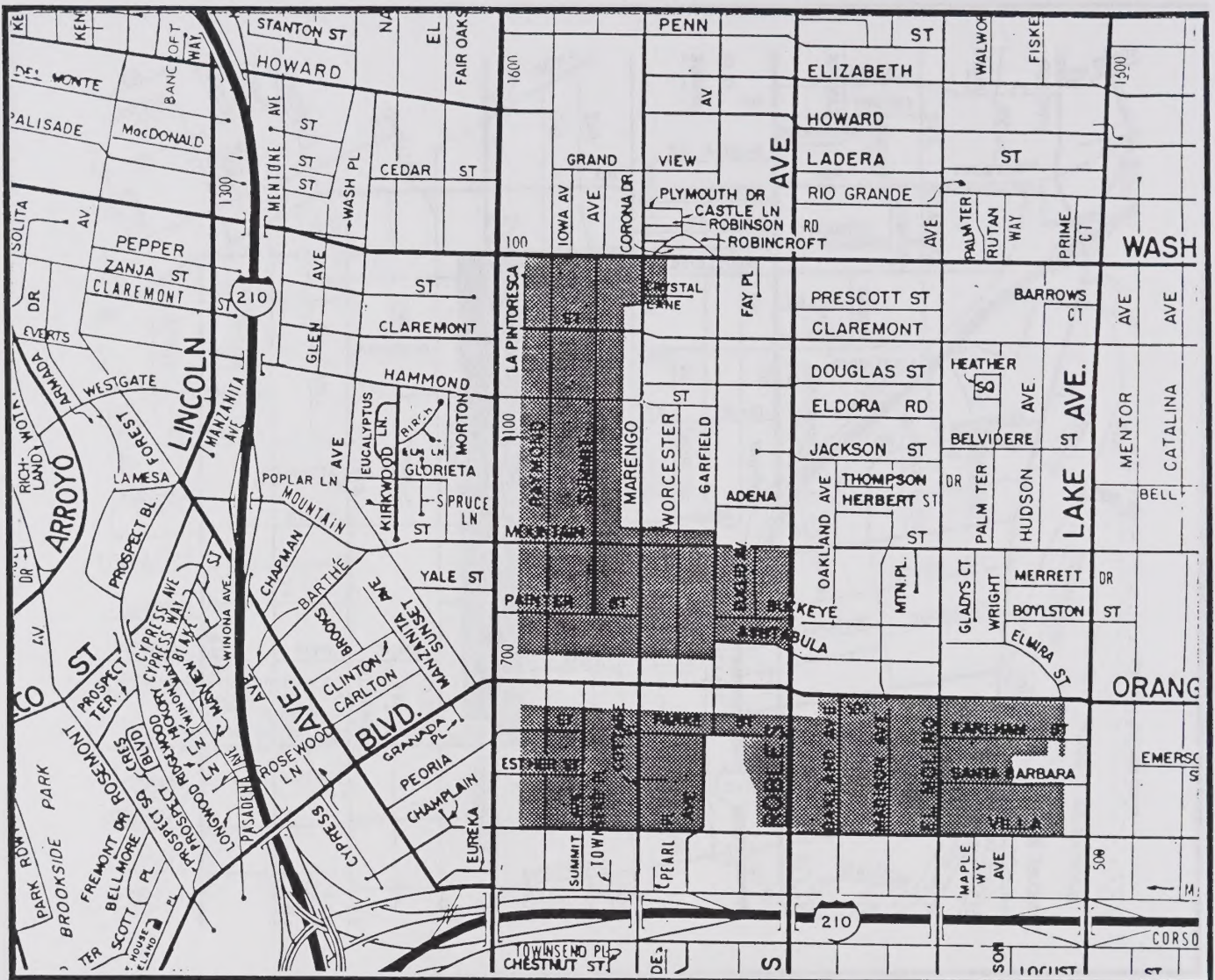
a. North Fair Oaks



Rezoning/Code Amendments

The area along Fair Oaks Avenue, between Washington Boulevard and the city boundary, includes all parcels within the RM 32 zoning district, excluding the parcels with frontage on Raymond Avenue.

b. Northwest Low Density Area



Rezoning/Code Amendments

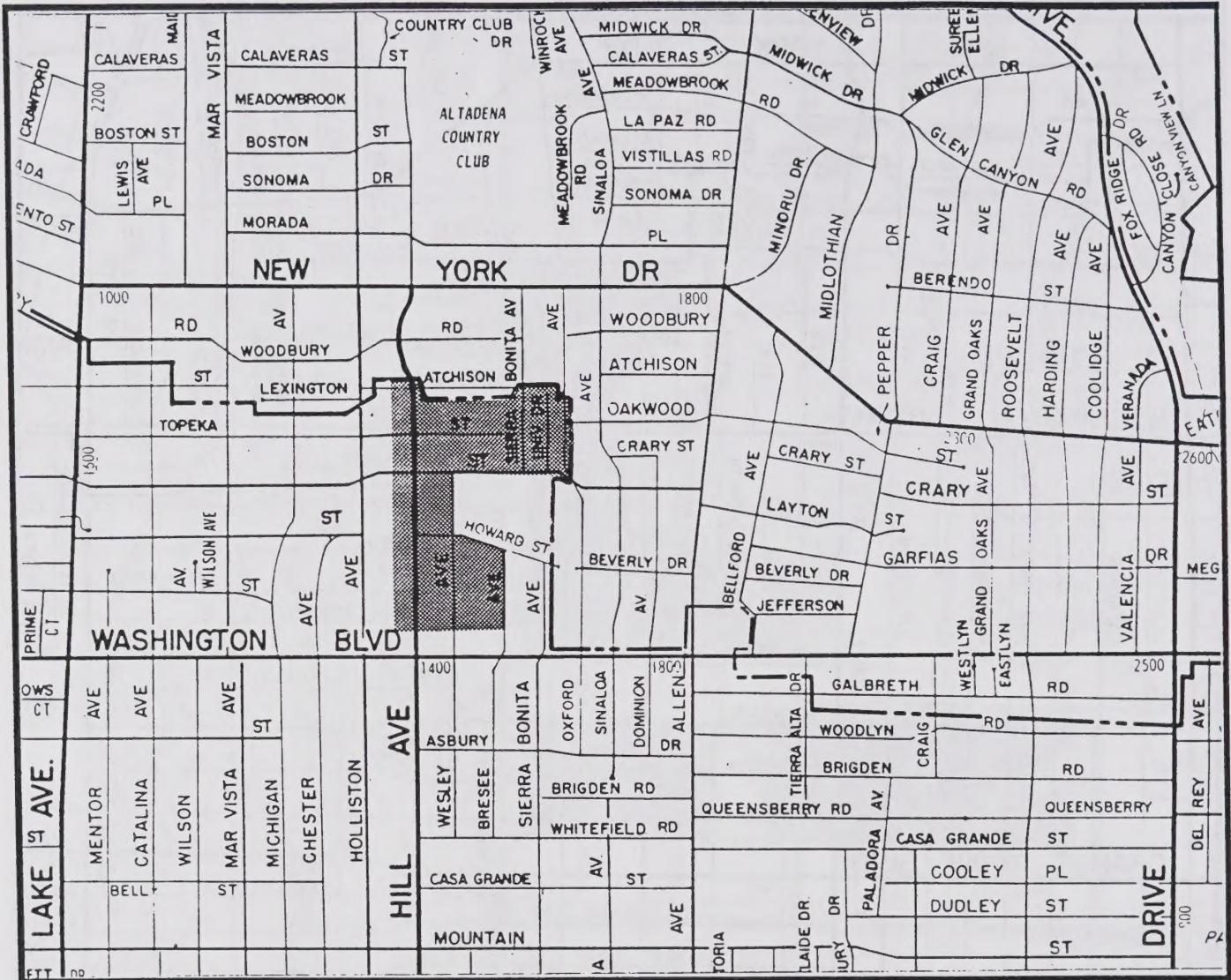
Area north of Orange Grove Boulevard and south of Washington Boulevard: The eastern boundary follows the RM 16 zoning district. The western boundary follows the RM 16 and RM 32 zoning districts excluding any parcels with frontage on Fair Oaks Avenue. The southern boundary between Garfield Avenue and Fair Oaks Avenue follows the RM 16 and RM 32 zoning districts.

Area south of Orange Grove Boulevard and north of Villa Street: The boundaries follow the RM 16 and RM 48 (HL 36) zoning districts and exclude the OS and PS zoning districts.



The area between Washington Boulevard and Casa Grande Street includes all parcels within the RM 16 and RM 32 zoning districts.

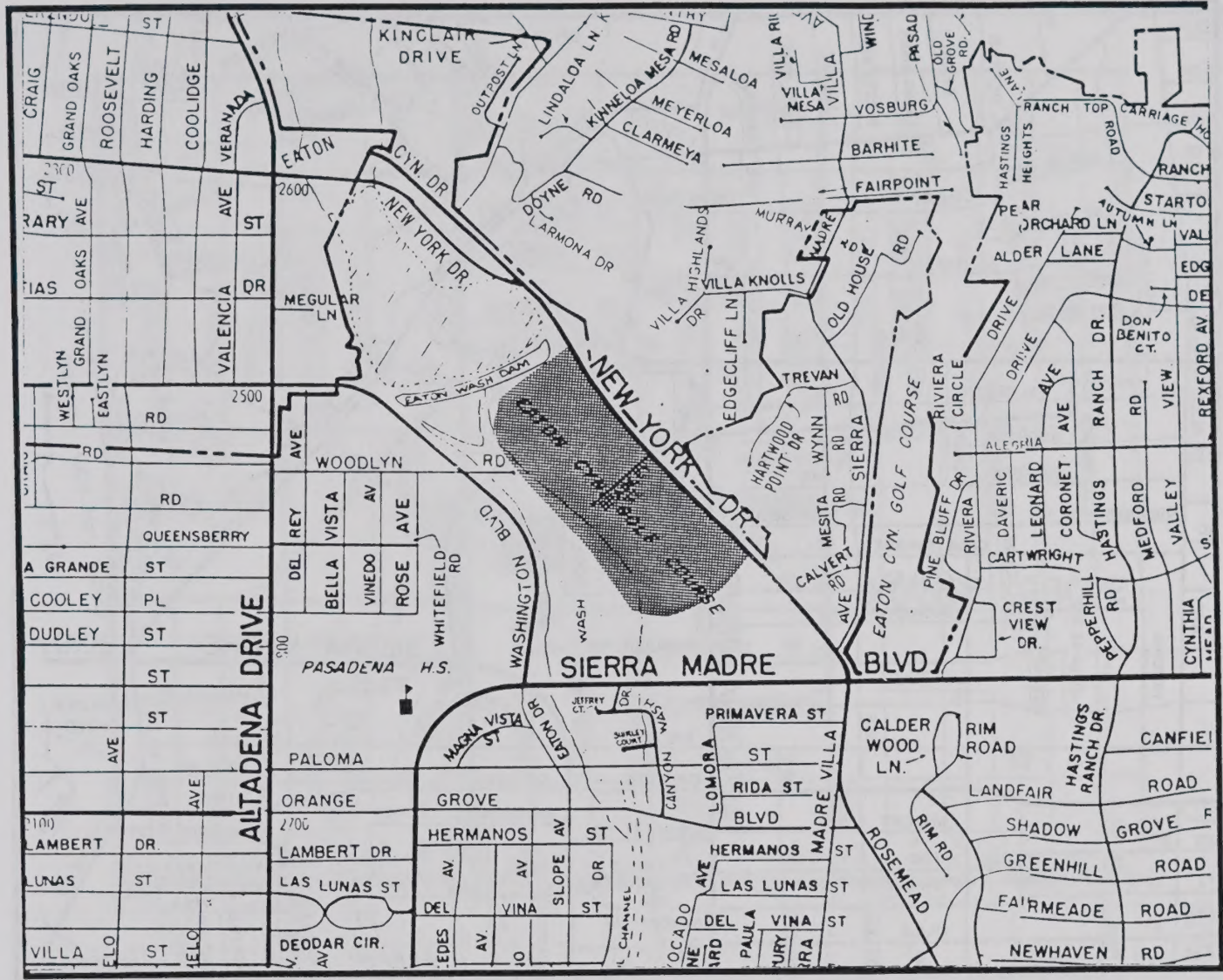
d. Hill/East Washington Boulevard



Rezoning/Code Amendments

The area east of Hill Avenue and north of Washington Boulevard include all parcels within the RM 16 and RM 32 zoning districts. The western boundary follows the RM 16 zoning district.

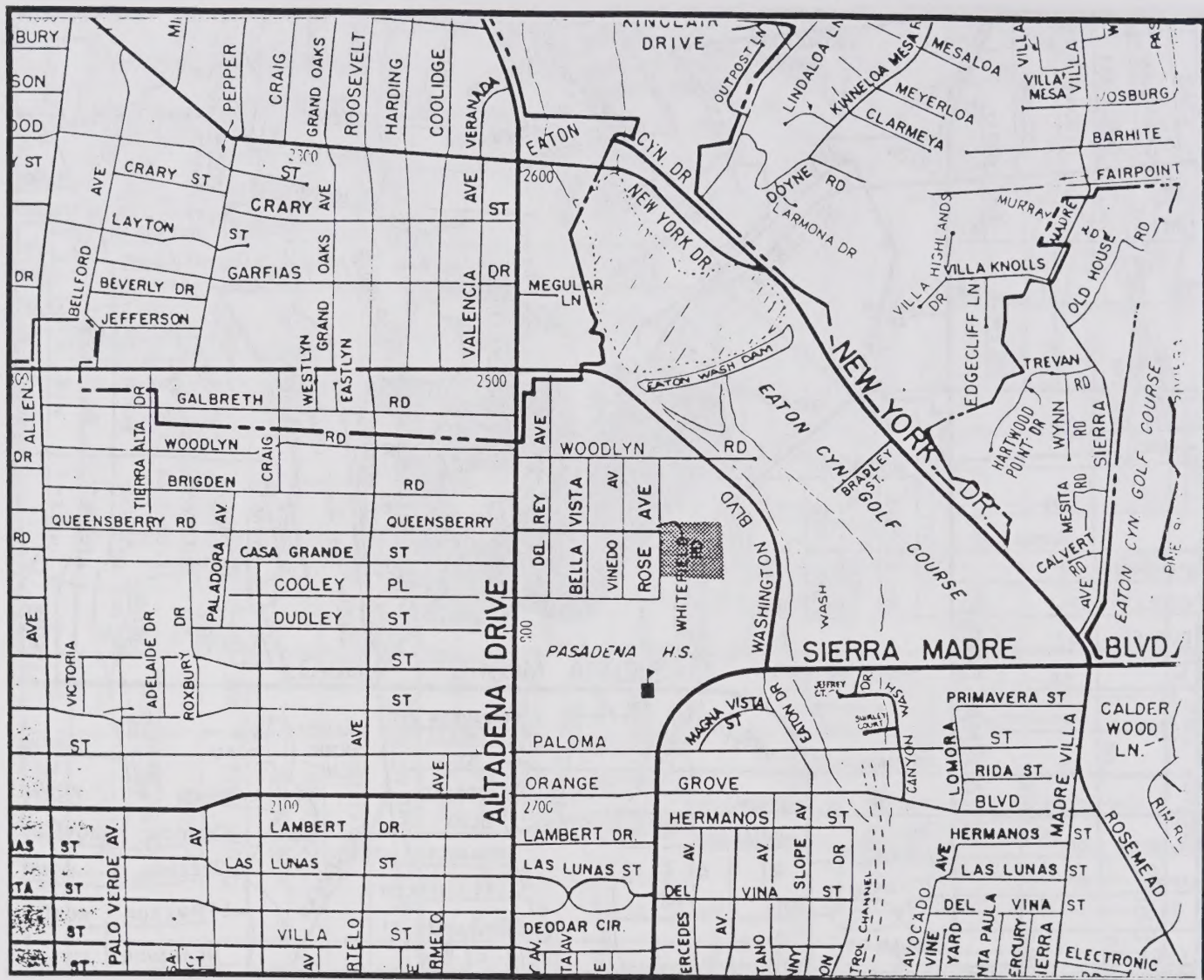
e. PD-1



Rezoning/Code Amendments

The area includes all parcels within the PD-1 zoning district.

f. Rose Avenue Tennis Courts

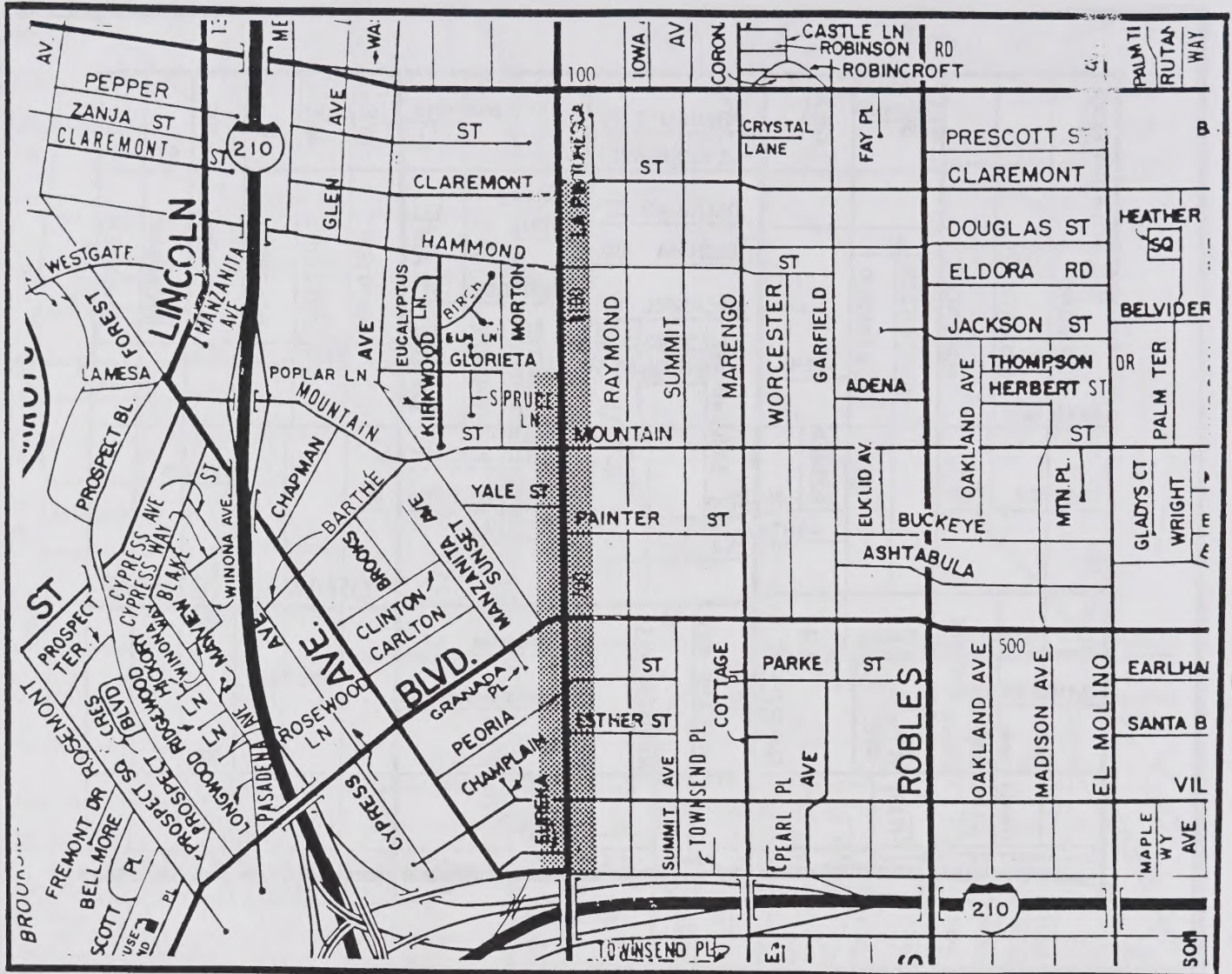


Rezoning/Code Amendments

The area includes all parcels within the RS-1 zoning district.



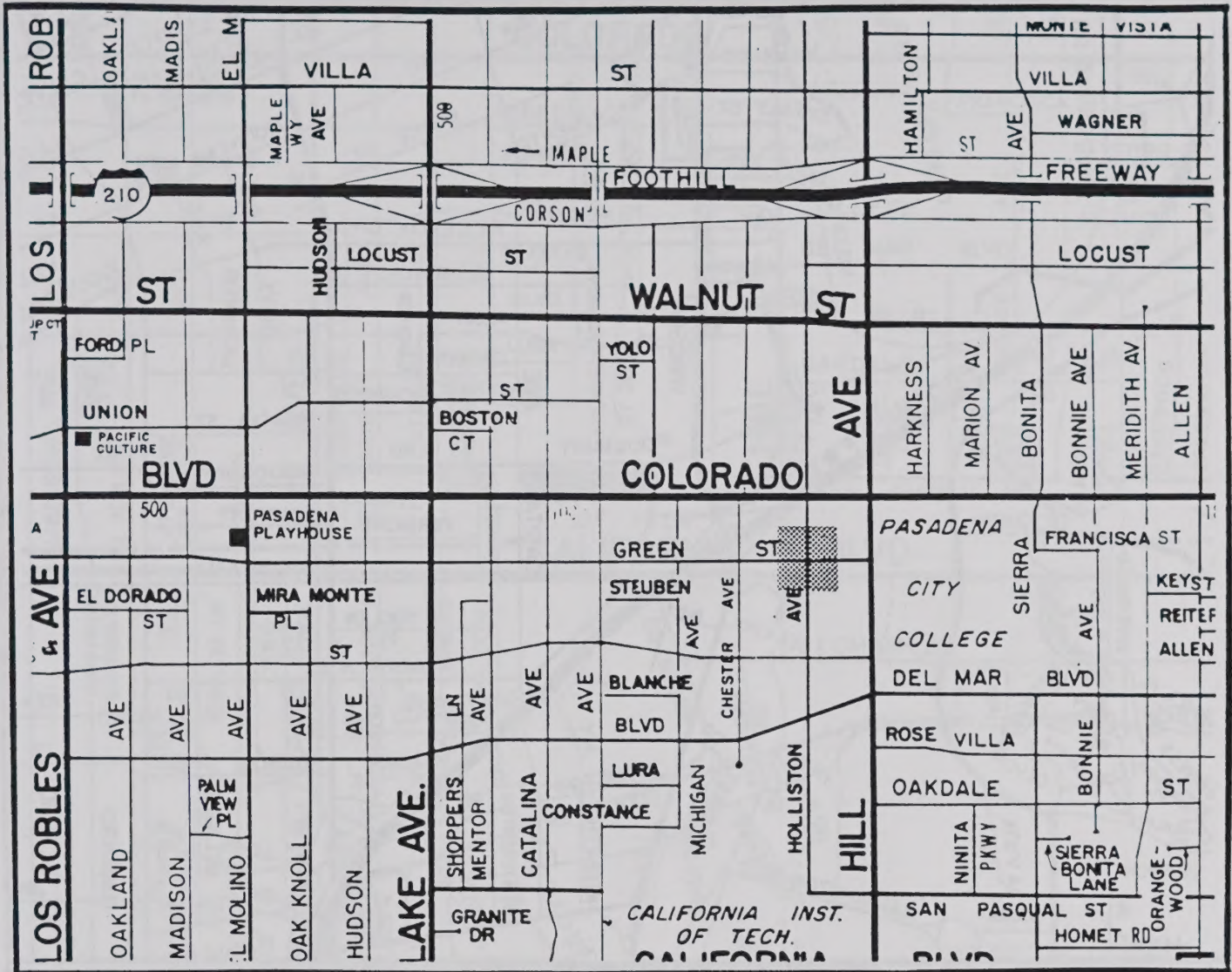
h. Fair Oaks Corridor



Rezoning/Code Amendments

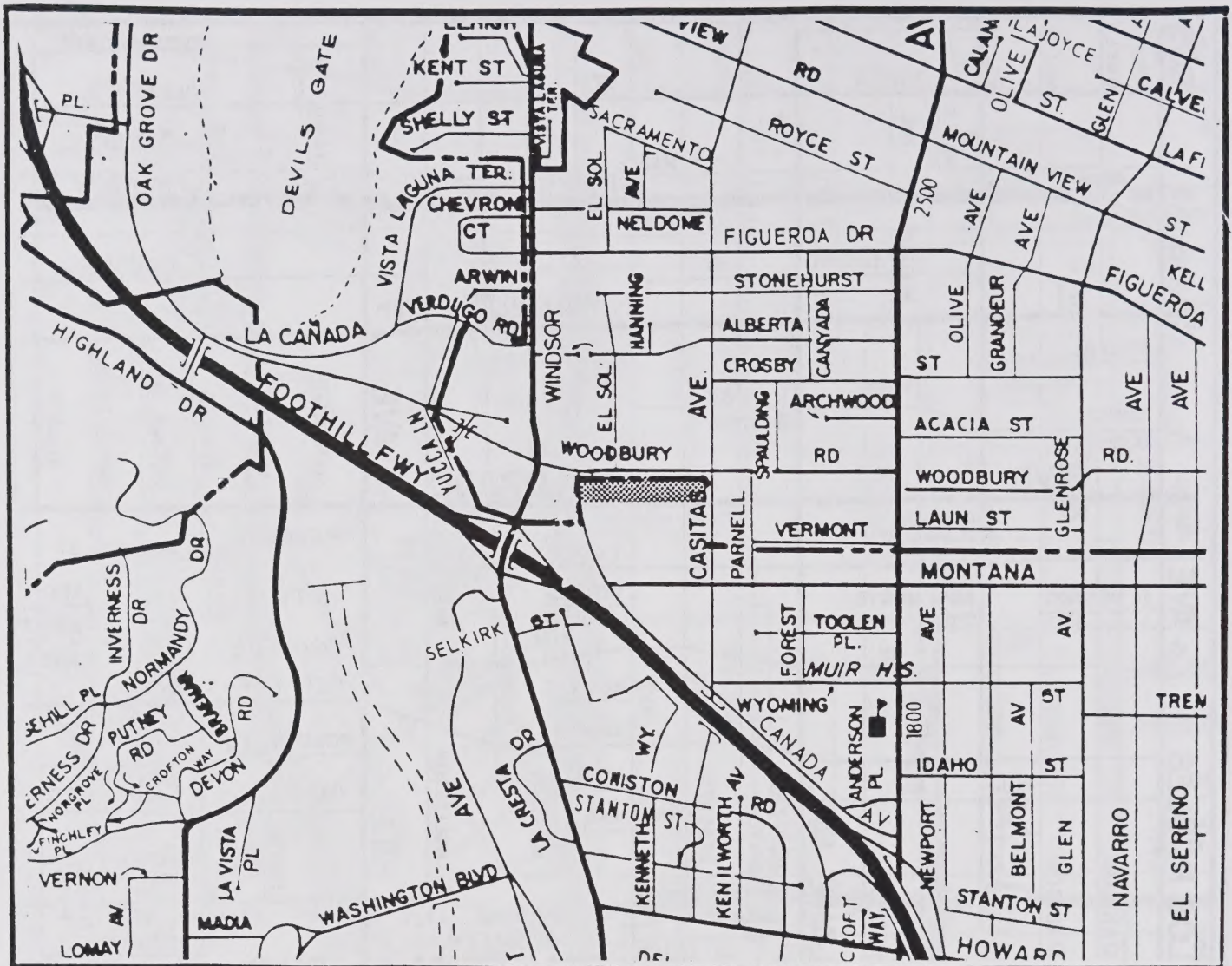
The boundaries include the frontage parcels of Fair Oaks Avenue between Claremont Street and Maple Street, excluding the properties on the west side of Fair Oaks between Claremont Street and the south property line of the Howard Park property.

i. Green Street at Holliston



The boundaries include the corner lots of the intersection of Holliston Avenue and Green Street.

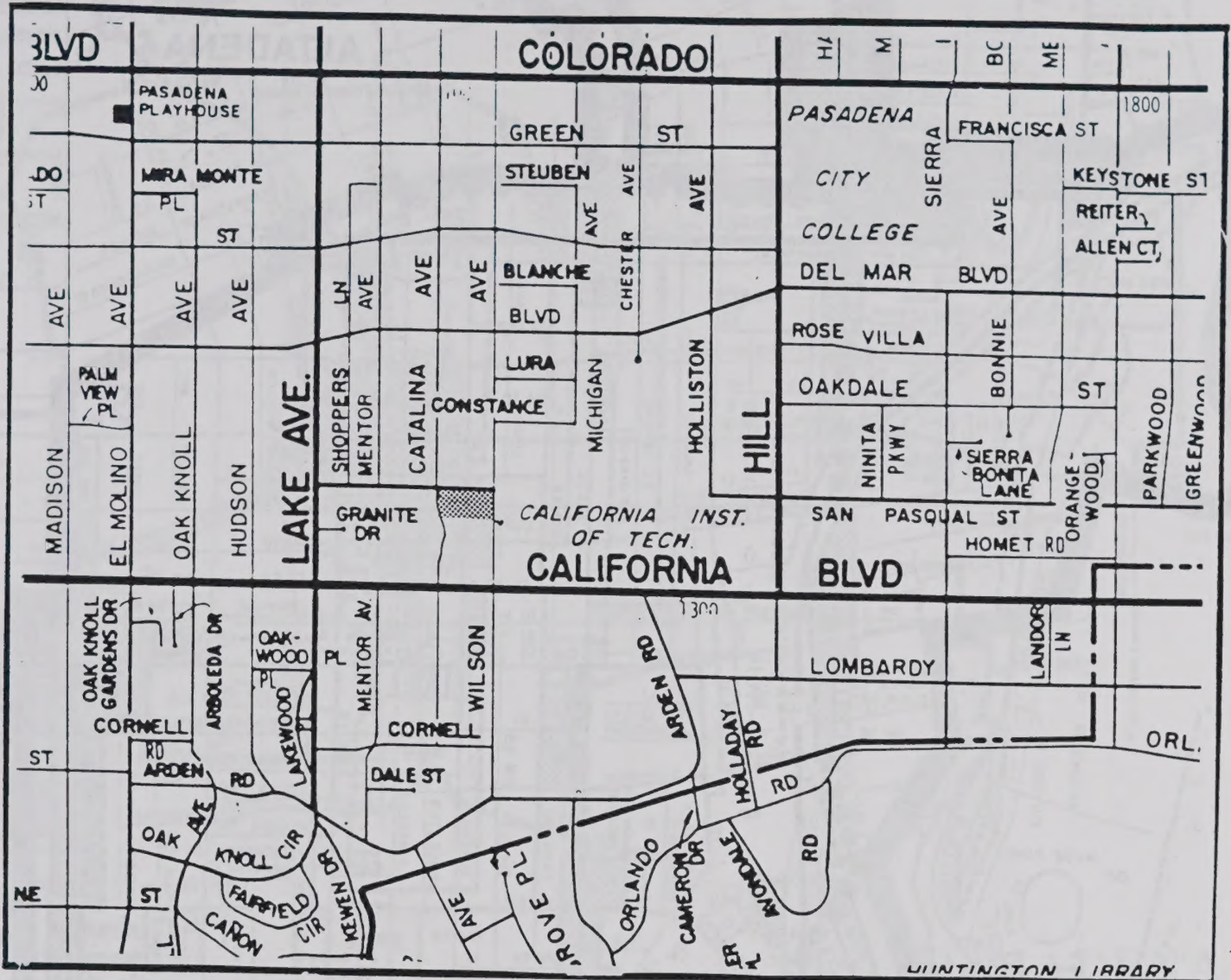
j. Woodbury between Windsor and Casitas



Rezoning/Code Amendments

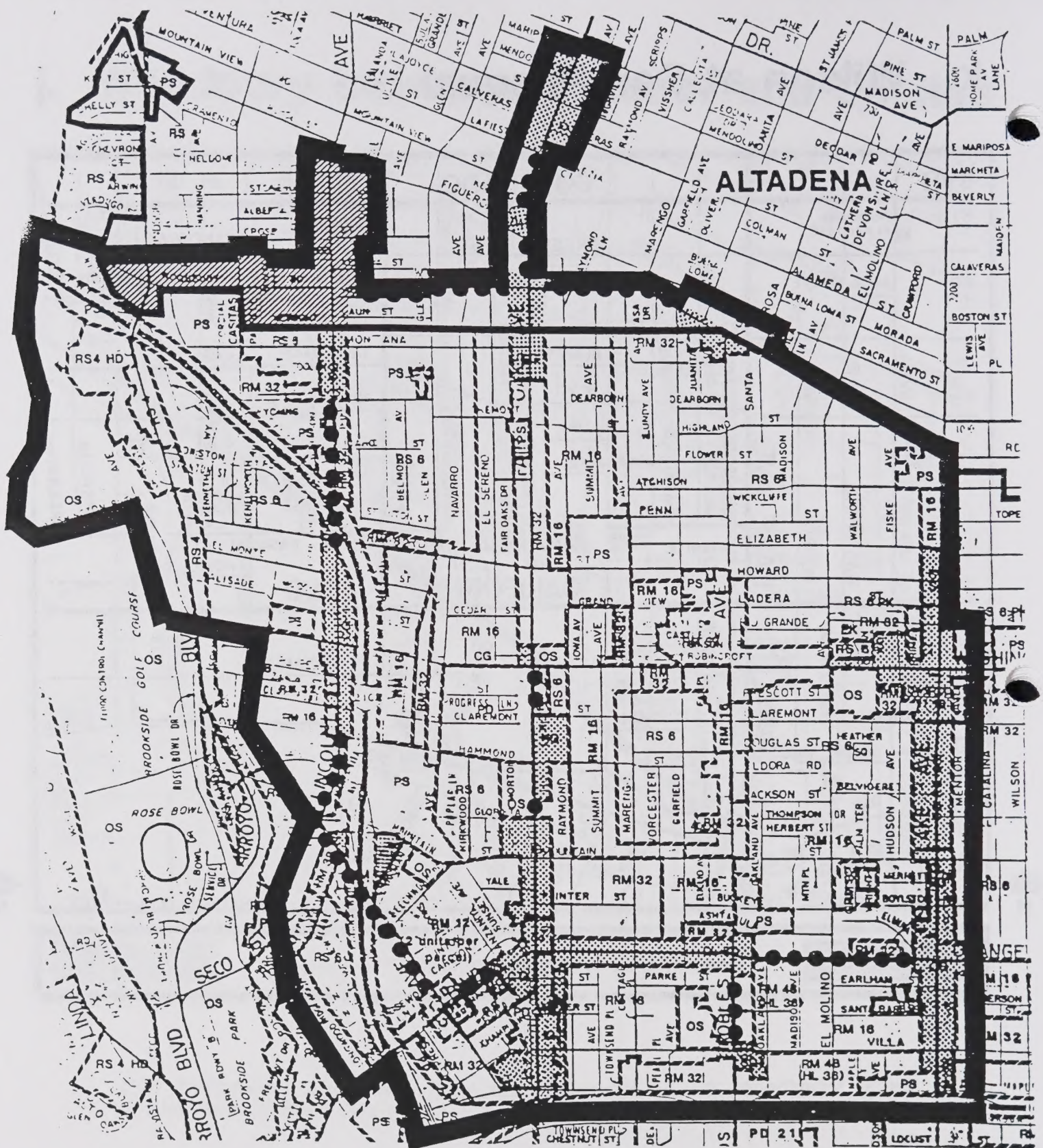
The boundary includes the frontage lots of Woodbury Road which are within the City boundary.

k. Wilson at San Pasqual

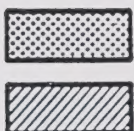


UNTINGTON LIBRARY

Rezoning/Code Amendments



Pasadena/Altadena Enterprise Zone



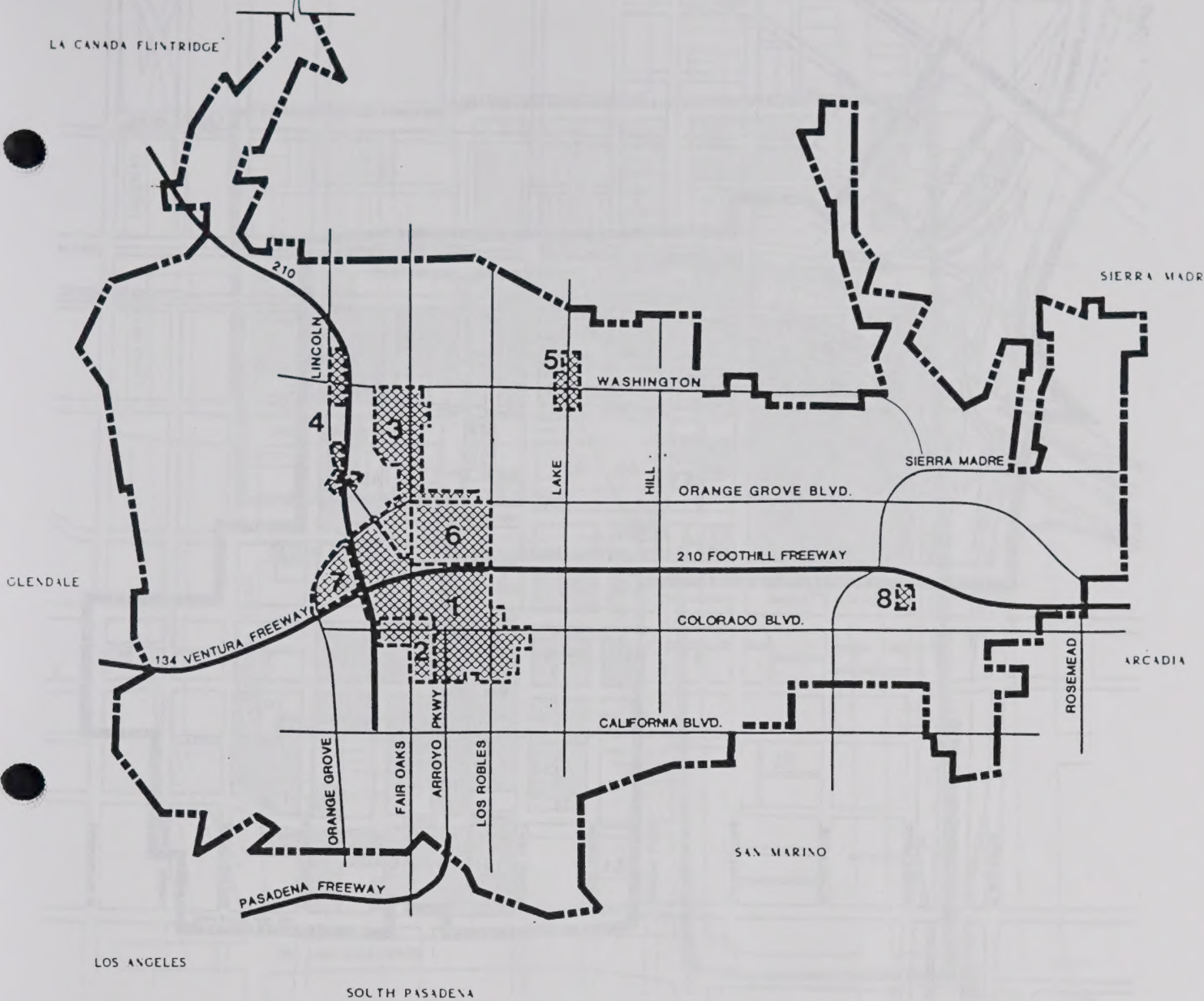
Commercial

Industrial

Enterprise Zone Boundary

EXHIBIT 5

LA CANADA FLINTRIDGE



PASADENA

REDEVELOPMENT PROJECT AREAS

1. DOWNTOWN
2. OLD PASADENA
3. FAIR OAKS
4. LINCOLN AVENUE
5. LAKE / WASHINGTON
6. VILLA - PARKE
7. ORANGE GROVE
8. SAN GABRIEL

NORTH



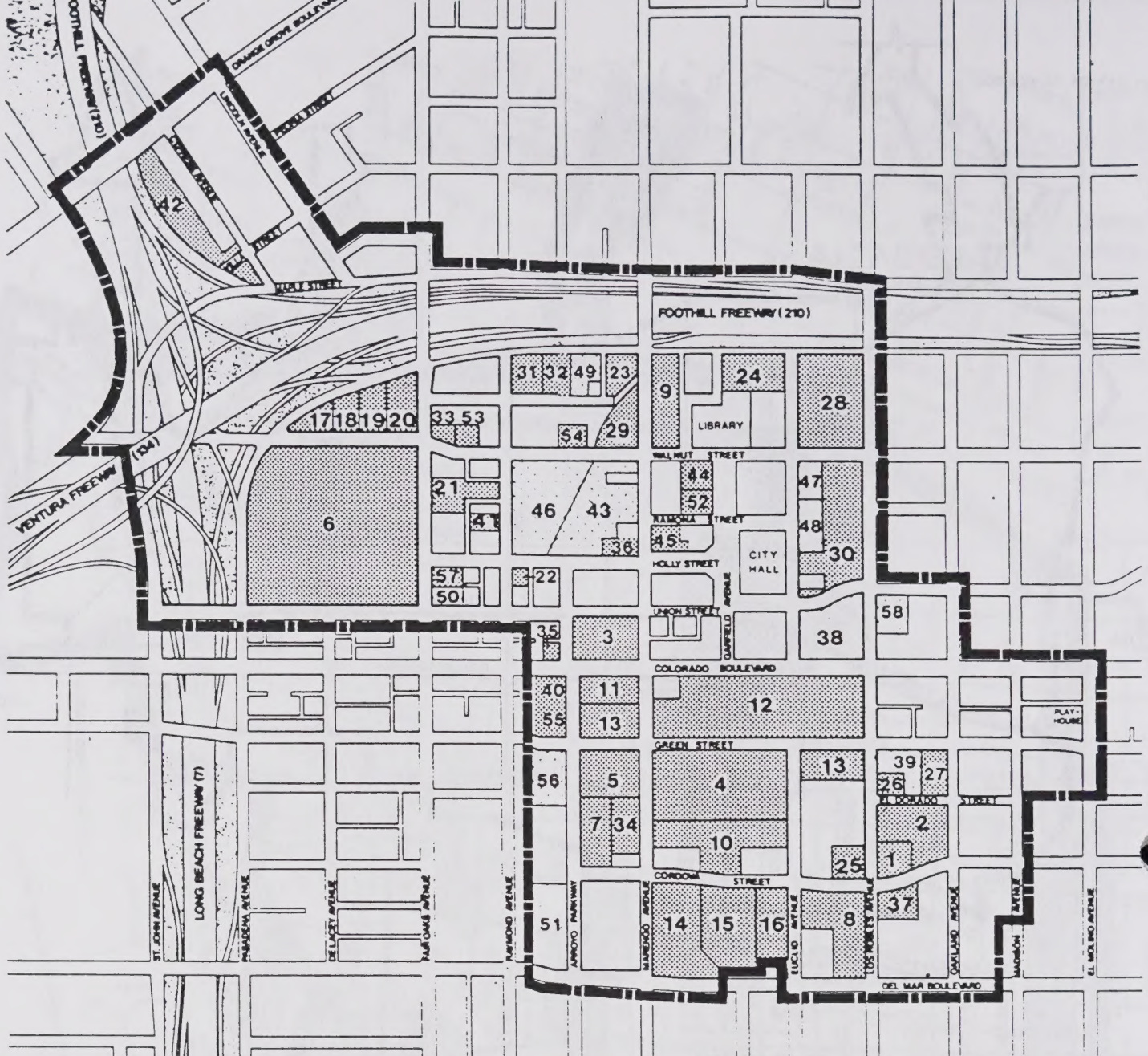
SCALE IN MILES



Existing project areas



EXHIBIT 6



DOWNTOWN

REDEVELOPMENT PROJECT

- | | | |
|---------------------------------|--|--|
| 1. HILTON HOTEL | 24. OVERLAND PLAZA OFFICE BUILDING | 42. CYPRESS GROVE VILLAS TOWNHOUSE DEVELOPMENT |
| 2. GROSVENOR PLAZA | 25. 199 SOUTH LOS ROBLES BUILDING | 43. CIVIC CENTER WEST |
| 3. PACIFIC BELL HEADQUARTERS | 26. 100 S. LOS ROBLES (KAISER) | 44. PUBLIC SAFETY BUILDING |
| 4. PASADENA CENTER | 27. 101 S. OAKLAND (KAISER) | 45. YMCA REHABILITATION |
| 5. BANKAMERICARD CENTER | 28. KAISER PERMANENTE HEADQUARTERS | 46. MEMORIAL PARK MASTER PLAN |
| 6. PARSONS CO. HEADQUARTERS | 29. WALNUT PLAZA OFFICE BUILDING | 47. 200 NORTH EUCLID MIXED USE |
| 7. BROWN AND CALDWELL | 30. PLAZA LAS FUENTES PHASE I | 48. ALL SAINTS CHURCH EXPANSION |
| 8. FIRST INTERSTATE MORTGAGE | 31. OPERATING ENGINEERS & PENSION TRUST | 49. 300 E. CORSON OFFICE BUILDING |
| 9. PARK CENTER OFFICES | 32. OPERATING ENGINEERS & UNION BUILDING | 50. ONE EAST UNION |
| 10. PASADENA CENTER HOLIDAY INN | 33. FAIR OAKS PLAZA OFFICE BUILDING | 51. PASADENA TRANSIT CENTER |
| 11. PLAZA CENTER | 34. TELEPHONE EMPLOYEES CREDIT UNION | 52. HALE BUILDING |
| 12. PLAZA PASADENA | 35. ARROYO SECO BUILDING | 53. 39 E. WALNUT, STUDIO |
| 13. PLAZA PASADENA GARAGES | 36. COURTYARD BUILDING | 54. 153 E. WALNUT, OFFICE |
| 14. CORDOVA TOWNHOUSES | 37. 200 SOUTH LOS ROBLES BUILDING | 55. NAUTILUS PLUS |
| 15. CORDOVA PARK VILLAS | 38. PLAZA LAS FUENTES PHASE II | 56. ARROYO CINEMA PLAZA |
| 16. PARK PLACE OFFICES | 39. LOS ROBLES/GREEN MIXED USE | 57. COURTHOUSE SQUARE |
| 17. HERSHEY OIL BUILDING | 40. WESTERN SECURITY BANK BUILDING | 58. PACIFIC ASIA MUSEUM EXPANSION |
| 18. BECKHAM PLACE RESTAURANT | 41. ARMORY CENTER FOR THE VISUAL ARTS | |
| 19. PASADENA ATHLETIC CLUB | | |
| 20. BANK OF AMERICA OFFICE | | |
| 21. DIRECTOR'S LIFE BUILDING | | |
| 22. LIVERY REHABILITATION | | |
| 23. CROSSROAD OFFICE BUILDING | | |

NORTH

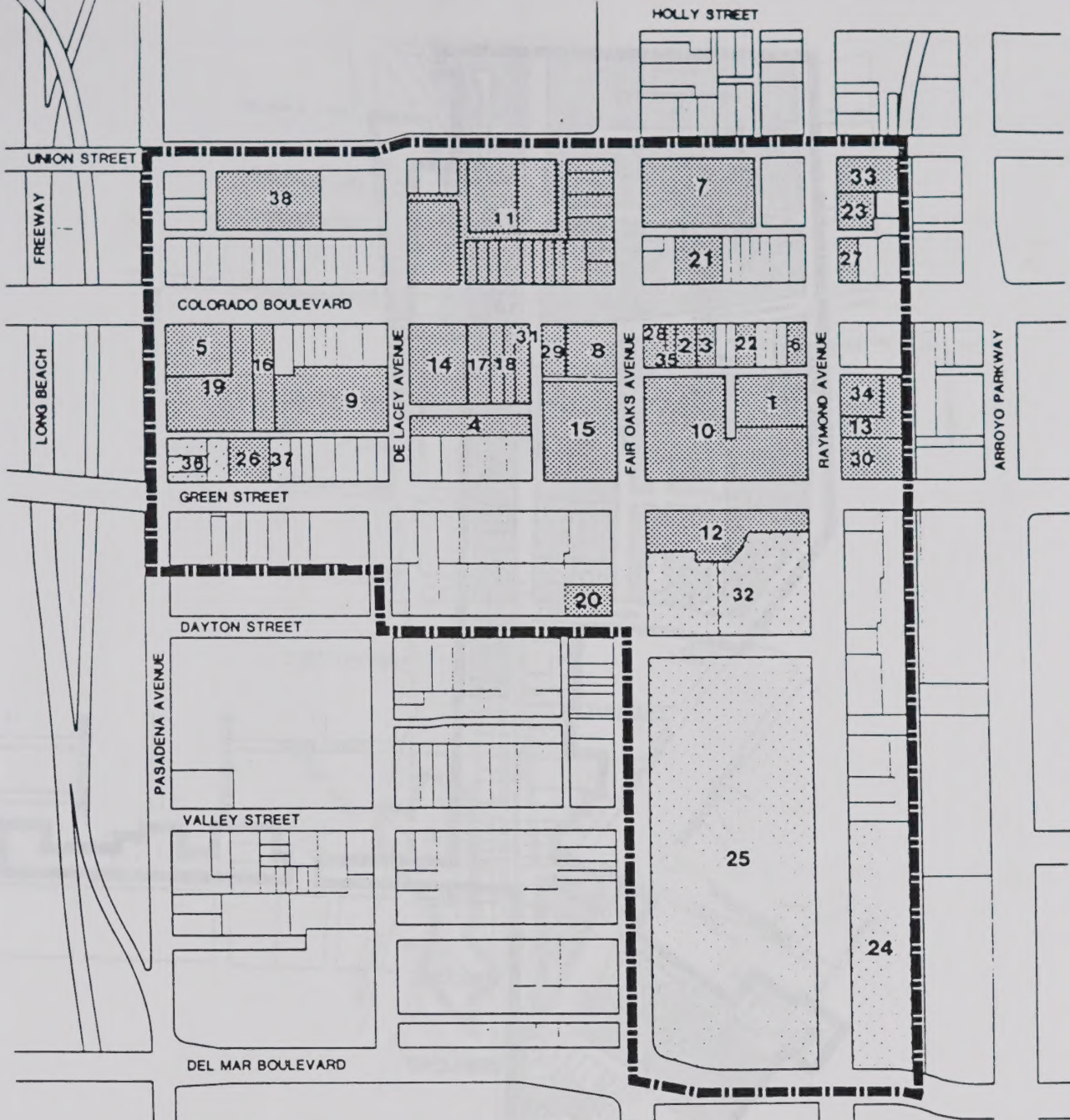


SCALE 0' 250' 500'

Projects completed or under construction

Proposed projects





OLD PASADENA

REDEVELOPMENT PROJECT

- | | |
|-------------------------------------|--|
| 1. THE BRALEY BUILDING | 22. 40 EAST COLORADO |
| 2. PASADENA VALLEY & UNION BUILDING | 23. SCANDIA BUILDING REHABILITATION |
| 3. 26 EAST COLORADO | 24. PASADENA TRANSIT CENTER |
| 4. BRAGNOLE FITNESS CENTER | 25. CENTRAL PARK MASTER PLAN |
| 5. TANNER MARKET PHASE I | 26. 141 WEST GREEN |
| 6. STOWELL BUILDING | 27. UNION SAVINGS BUILDING |
| 7. FAIR OAKS UNION PARKING FACILITY | 28. BEAR BUILDING |
| 8. DODSWORTH/WARD ESTATE PROJECT | 29. BRUNSWICK COURT BUILDING |
| 9. DE LACEY PARKING FACILITY | 30. EL REY HOTEL REHABILITATION |
| 10. SCHOOLHOUSE PARKING FACILITY | 31. 40 WEST COLORADO |
| 11. ONE COLORADO | 32. HOTEL GREEN PHASE II |
| 12. HOTEL GREEN REHABILITATION | 33. RAYMOND/UNION PARKING FACILITY |
| 13. LIVERY BUILDING | 34. VANDERVORT BUILDING REHABILITATION |
| 14. UNITED ARTISTS THEATER | 35. 35 th ST BAR REHABILITATION |
| 15. CROWN CITY BUILDING | 36. 149 W. GREEN, MIXED USE |
| 16. OLD CELLOPHANE BUILDING | 37. 125 W. GREEN REHABILITATION |
| 17. ART CENTER DOWNTOWN STUDIO | 38. TYPE CRAFT COMPANY |
| 18. 42 WEST COLORADO | |
| 19. TANNER MARKET PHASE II | |
| 20. 107 SOUTH FAIR OAKS | |
| 21. EXCHANGE BUILDING | |

NORTH

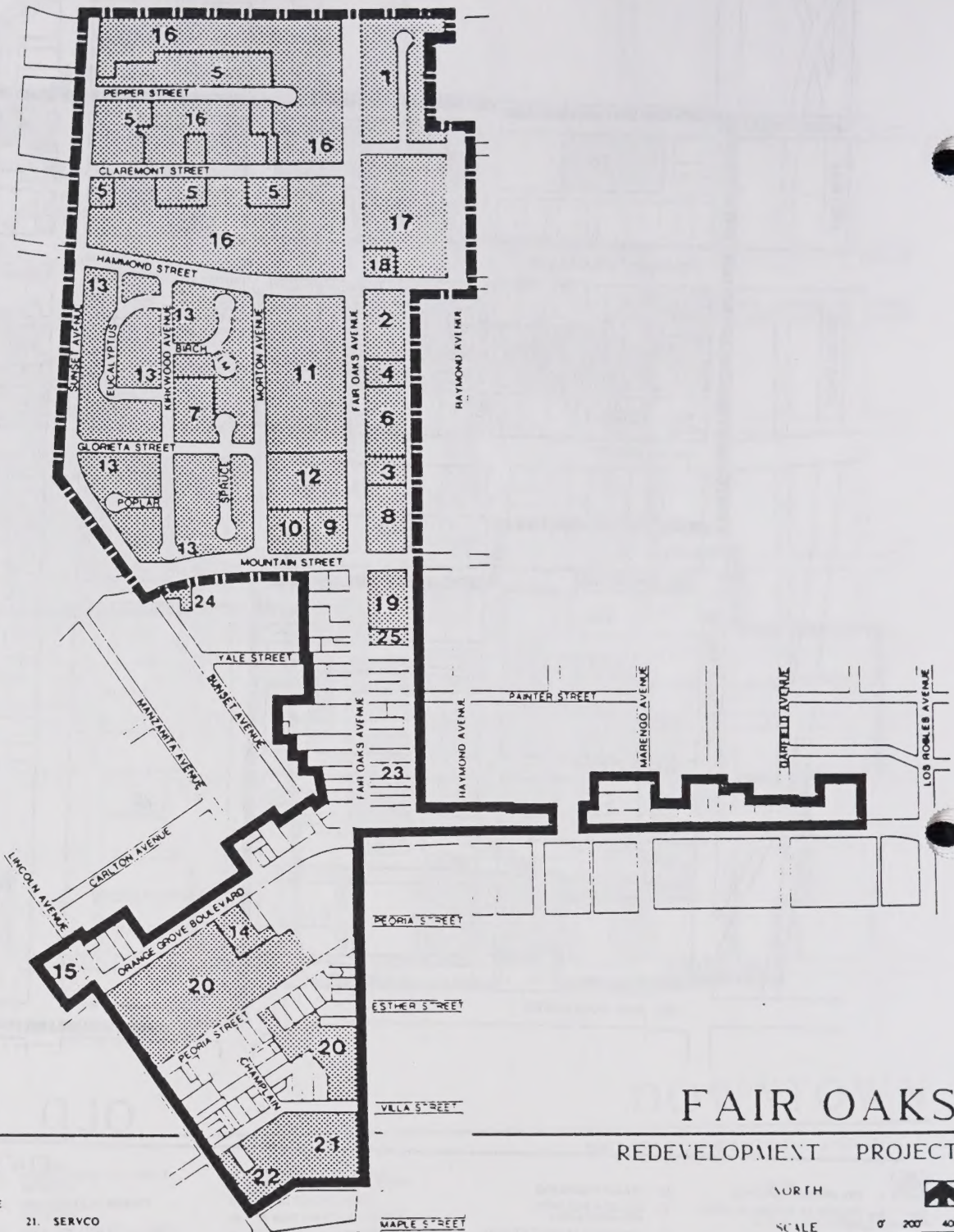


SCALE 0' 100' 200'

Projects completed or under construction

Proposed projects





FAIR OAKS

REDEVELOPMENT PROJECT

- | | |
|--|--|
| 1. SENIOR CITIZENS HOUSING | 21. SERVCO |
| 2. ROSE BOWL STATION OFFICE | 22. 440 LINCOLN |
| 3. AMERICAN FRIENDS COMMITTEE | 23. HERITAGE SQUARE |
| 4. SAINT BARNABAS CHURCH | 24. SUNSET MOUNTAIN TOWNHOMES |
| 5. SINGLE FAMILY RESIDENTIAL | 25. HAMILTON METALCRAFT REHABILITATION |
| 6. JACKIE ROBINSON CENTER | |
| 7. CME CHURCH | |
| 8. READY PAC PRODUCE | |
| 9. SCHRYWAY CASES | |
| 10. FESTIVAL ARTIST | |
| 11. ROBINSON PARK & RECREATION CENTER | |
| 12. HIGHLAND PLASTICS MFG. CO. | |
| 13. SOUTHERN SUBDIVISION | |
| 14. JONES OFFICE DEVELOPMENT | |
| 15. ARAI COMMERCIAL DEVELOPMENT | |
| 16. KING'S VILLAGES REHABILITATION | |
| 17. FAIR OAKS BUSINESS PARK/THE CASTLE PRESS | |
| 18. FIRE STATION NO. 36 | |
| 19. FAIR OAKS/MOUNTAIN LIGHT INDUSTRIAL CENTER | |
| 20. REGIONAL POSTAL FACILITY | |

NORTH



SCALE

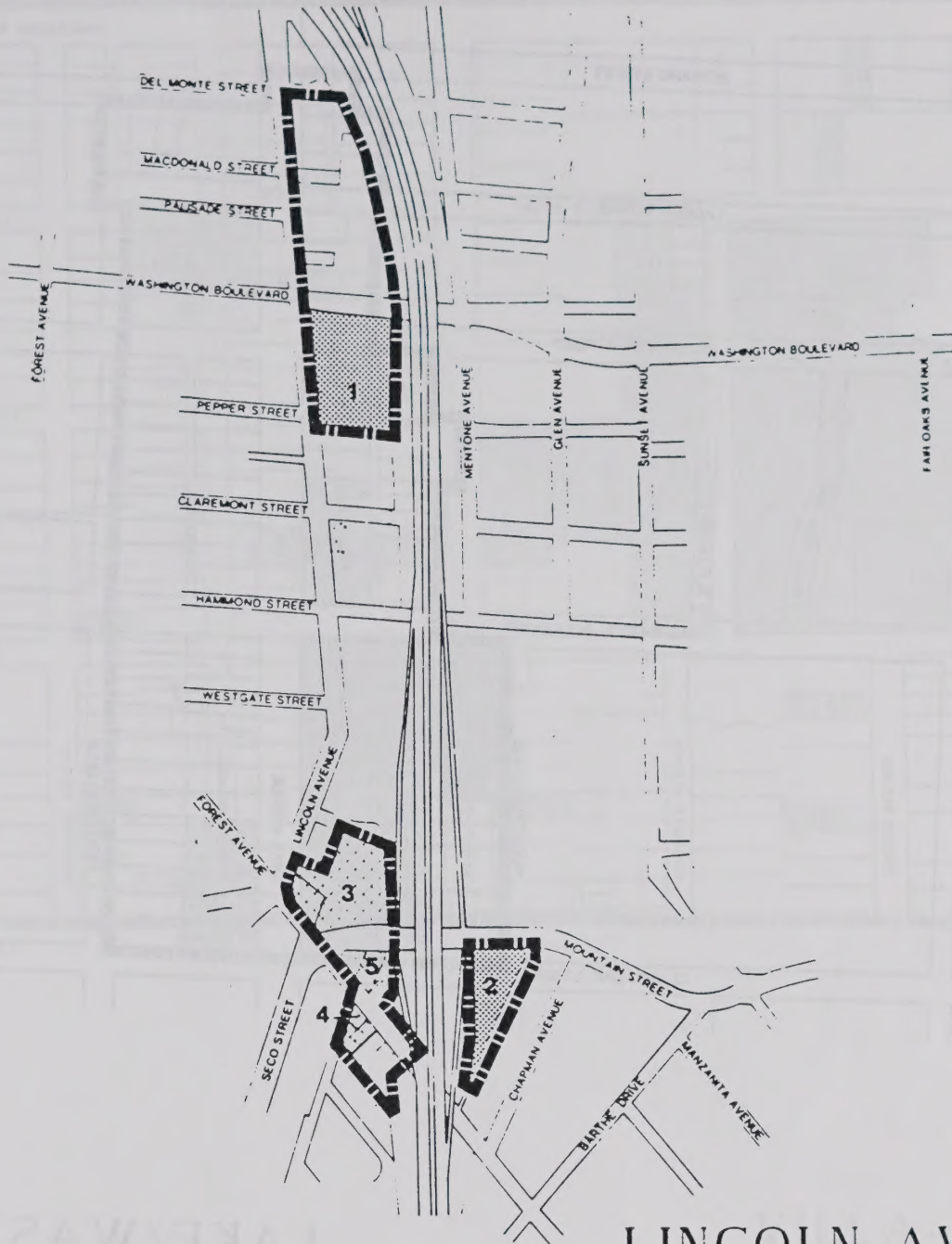
0' 200' 400'

Projects completed or under construction



Proposed projects





LINCOLN AVENUE

REDEVELOPMENT PROJECT

1. LINCOLN WASHINGTON BUSINESS PARK
2. MOUNTAIN SOUTH DEVELOPMENT
3. MONROE SZKIBA DEVELOPMENT SITE
4. LINCOLN BLAKE TOWNHOUSE PROJECT
5. LINCOLN MOUNTAIN "B" OFFICE DEVELOPMENT SITE

NORTH



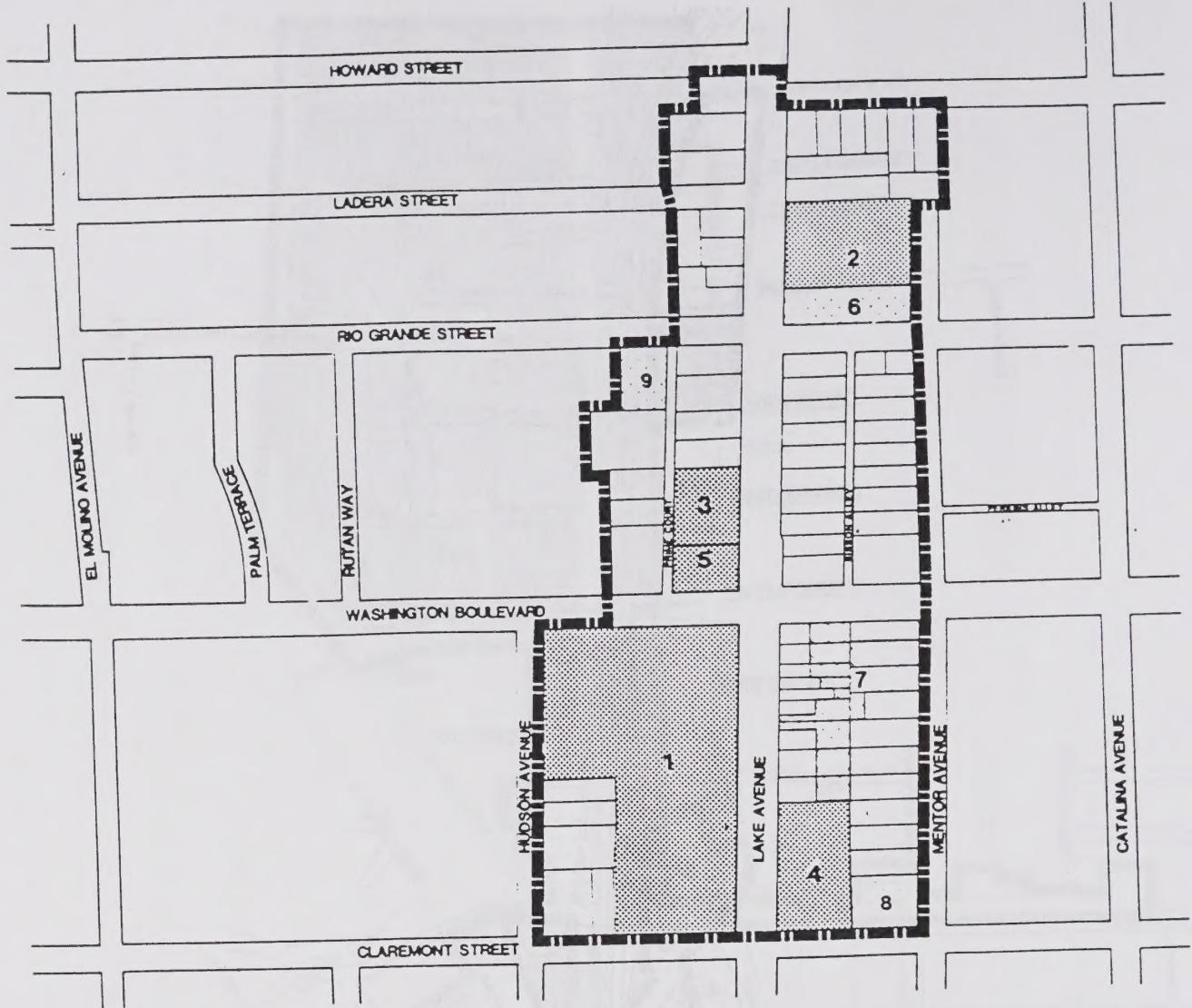
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Projects completed or under construction



Proposed projects

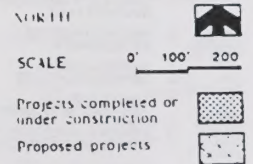


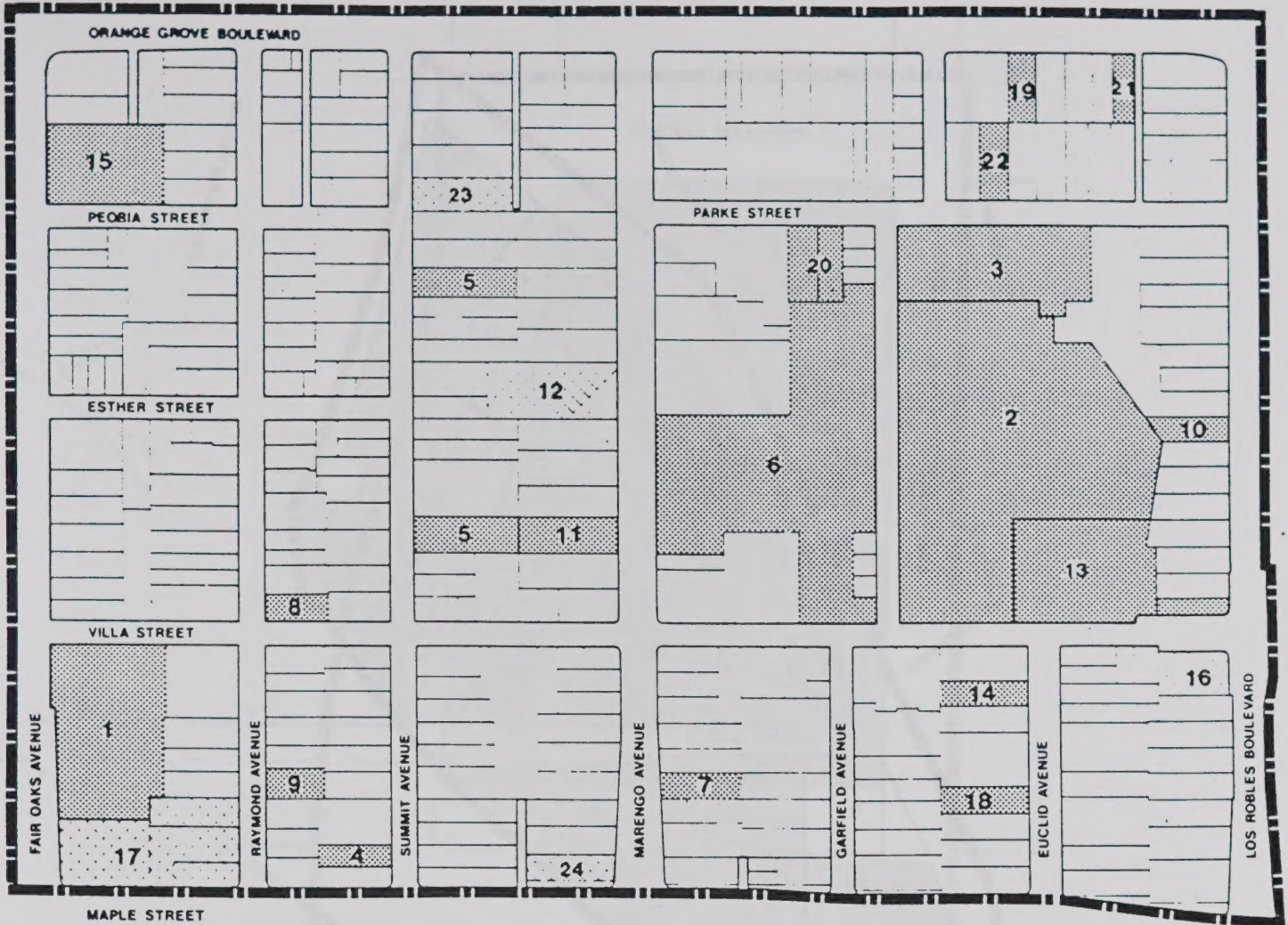


LAKE/WASHINGTON

REDEVELOPMENT PROJECT

1. NORTH LAKE SQUARE
2. CALAR DEVELOPMENT
3. NORTH LAKE AVENUE NEIGHBORHOOD CENTER
4. CABARET CATERING
5. TANNER DAVIS BUILDING REHABILITATION
6. OFFICE EXPANSION
7. BLOCK 3 PARKING
8. 925 E. CLAREMONT HOUSING SITE
9. RIO GRANDE HOUSING SITE





VILLA-PARKE

REDEVELOPMENT PROJECT

1. THROOP LUMBER
2. VILLA-PARKE PLAYGROUND & PARK
3. VILLA-PARKE MULTI-USE PLAYFIELD
4. 403 NORTH SUMMIT RICATTO DEVELOPMENT
5. 522-608 NORTH SUMMIT SUN COAST DEVELOPMENT
6. VILLA MARENGO CONDOMINIUMS
7. 422 NORTH MARENGO HOUSING SITE
8. 490 NORTH RAYMOND HOUSING SITE
9. 424 NORTH RAYMOND HOUSING SITE
10. 553 NORTH LOS ROBLES HOUSING SITE
11. 517 NORTH MARENGO HOUSING SITE
12. 553-569 NORTH MARENGO HOUSING SITE
13. VILLA-PARKE CENTER EXPANSION
14. 463 N. EUCLID HOUSING SITE
15. JEFECO LIGHT INDUSTRIAL DEVELOPMENT
16. VILLA-LOS ROBLES HOUSING SITE
17. 404 NORTH FAIR OAKS HOTEL/RESIDENTIAL
18. 425 NORTH EUCLID
19. 352 E. ORANGE GROVE
20. 276-282 E. PARKE RESIDENTIAL REHAB.
21. 384 E. ORANGE GROVE
22. 345 PARKE STREET
23. 640 N. SUMMIT, HOUSING SITE
24. MARENGO/MAPLE HOUSING SITE

NORTH



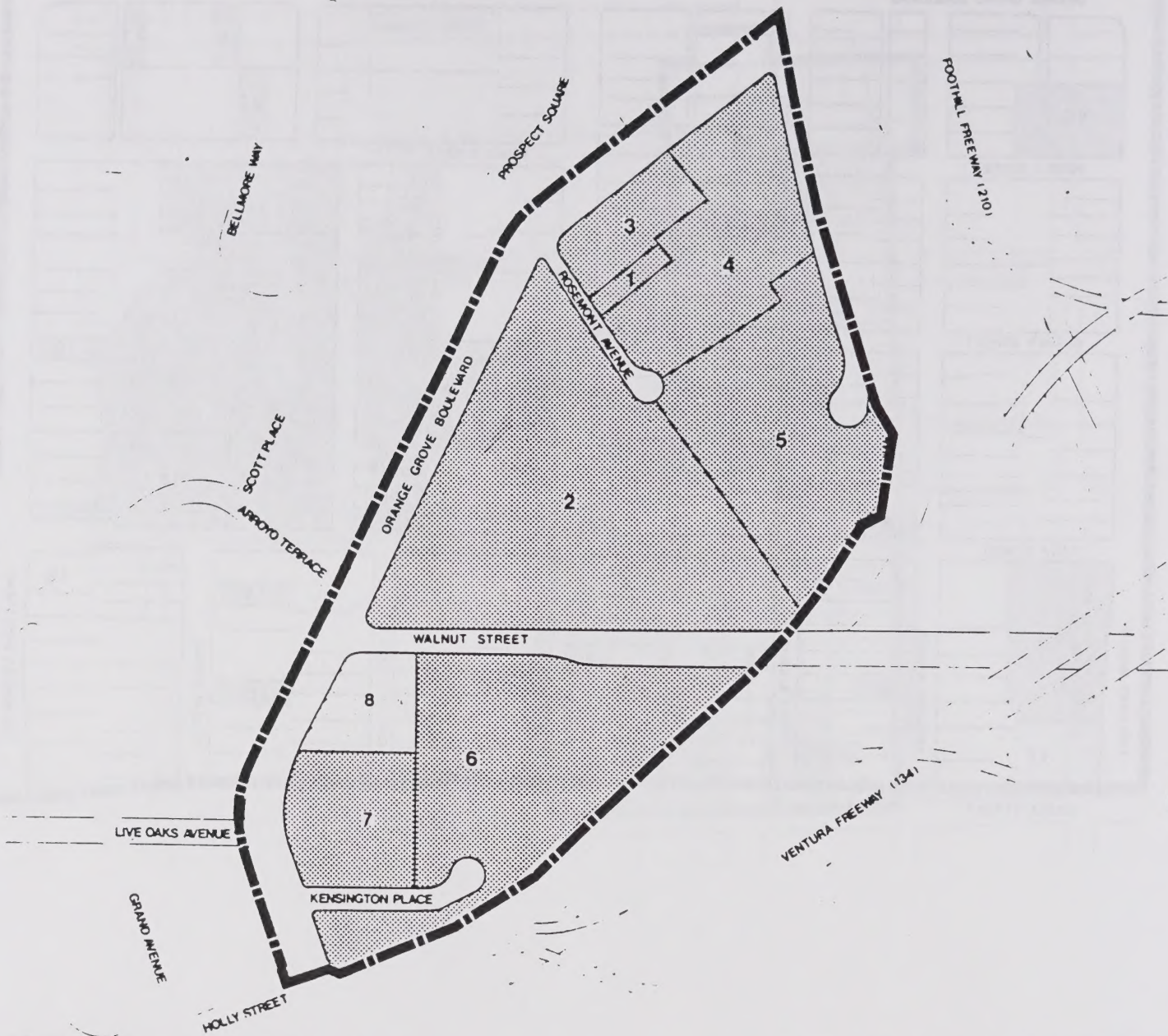
SCALE 0' 100' 200'

Projects completed or under construction



Proposed projects





ORANGE GROVE

REDEVELOPMENT PROJECT

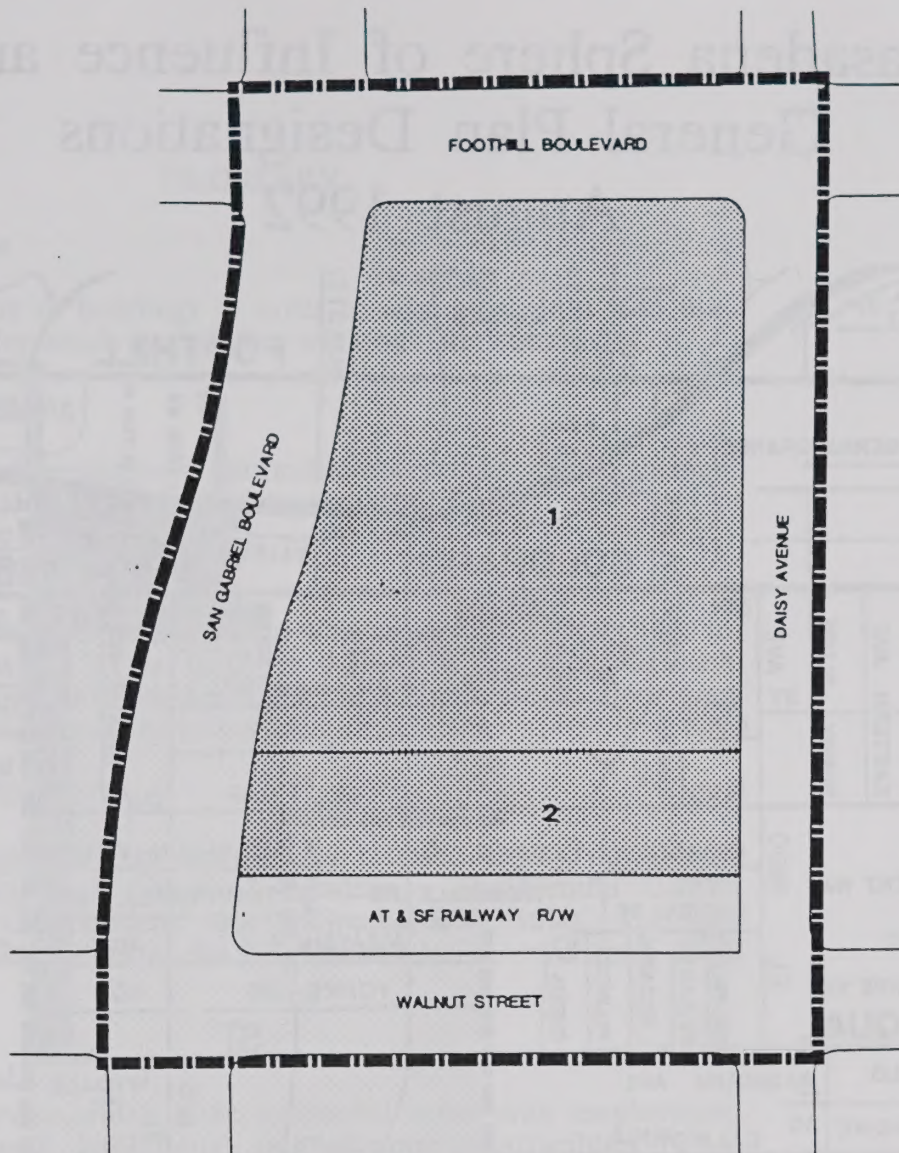
- 1. RESIDENTIAL REHABILITATION
- 2. ORANGE GROVE VILLAGE
- 3. SCOTT METHODIST CHURCH
- 4. ORANGE GROVE VILLAGE II
- 5. ROOSEVELT SCHOOL
- 6. AVERY INTERNATIONAL CORPORATION
- 7. PASADENA HISTORICAL SOCIETY
- 8. PASADENA HISTORICAL SOCIETY EXPANSION

NORTH 

SCALE 0' 100' 200'

Projects completed or under construction 

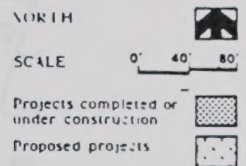
Proposed projects 



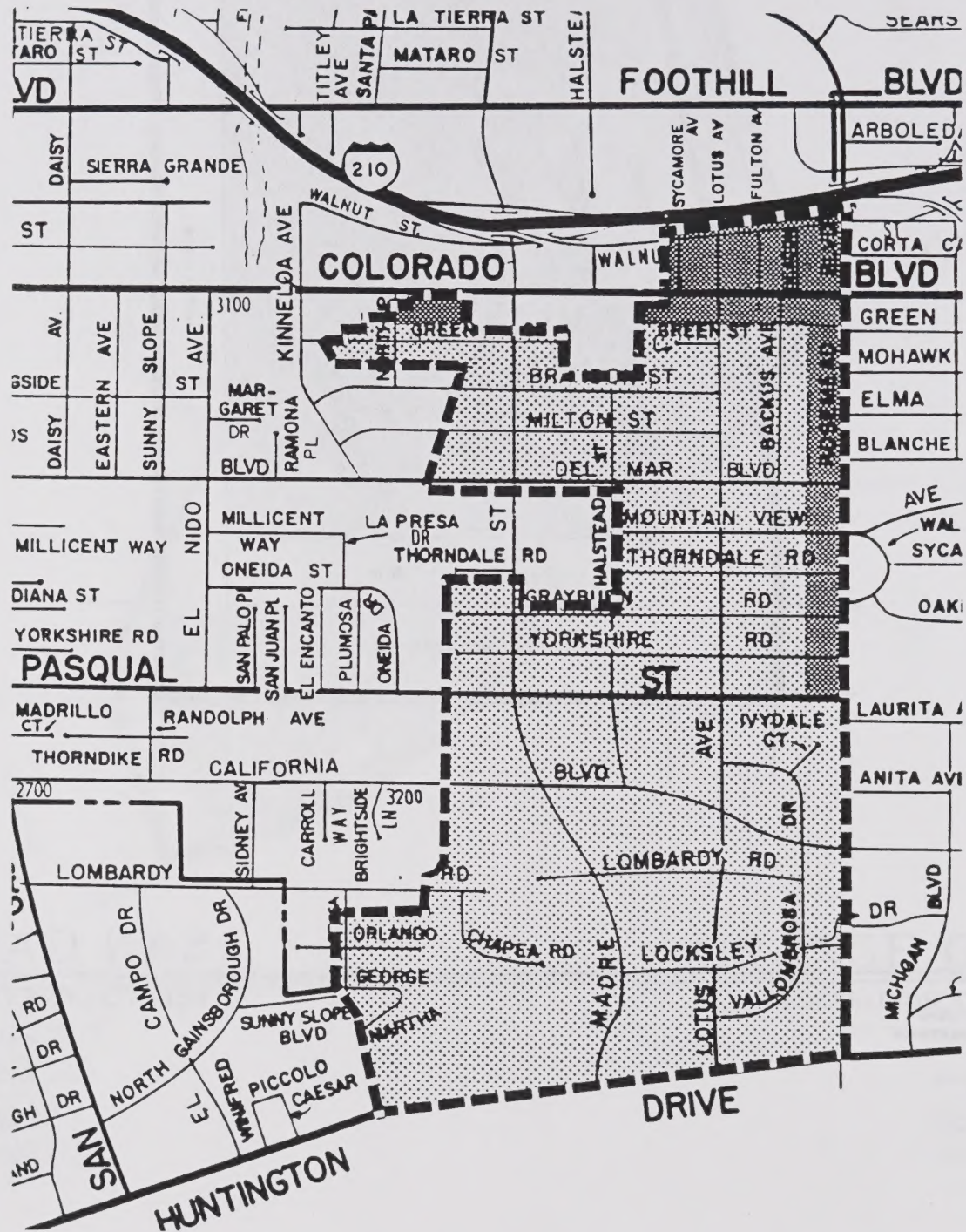
SAN GABRIEL

REDEVELOPMENT PROJECT

1. U.S. MANUFACTURING
2. LYONS VAN AND STORAGE



Pasadena Sphere of Influence and General Plan Designations August 1992



General Plan Land Use Categories	
	Low Density Residential
	Commercial
	Annexation Boundary

GLOSSARY

Adaptive Reuse

The modification of buildings in order to accommodate a land use other than that for which the building was originally constructed.

Affordable Housing

Housing which is priced as a reasonable percentage of total income for households at income levels of moderate and below.

Building Envelope

The three - dimensional space within which a structure is permitted to be built on a lot. This space is defined with respect to such development regulations as height, setback requirements, floor area ratio, lot coverage, and intensity standards.

Central District (CD)

The area within the City traditionally referred to as "downtown" which constitutes the center of Pasadena. The Central District encompasses "Old Pasadena" and the South Lake District. This area contains a concentration of the City's commercial, retail, and office uses.

Circulators

Local bus service which links residential areas with employment, commercial, retail, institutional, and recreation areas/facilities.

Collector Streets

Streets designed for lower volumes of traffic and located near residential areas. Collector streets provide a connection between the arterial system and local residential and commercial areas.

Community Services

Public and private businesses and organizations which provide needed retail, commercial, and social services to the community, such as laundries, child care, etc.

Conditional Use Permit (CUP)

A special permit required for use classifications typically having unusual site development features or operating characteristics requiring special consideration so that they may be designed, located, and operated compatibly with surrounding development.

Density Bonus

The allowance of additional building density (square footage or number of residential units) in exchange for the provision of specific amenities such as affordable housing or child care services. Density bonus is used as an incentive to project developers for the provision of needed services or amenities.

Discretionary Land Use Decision

Land use decisions which involve the exercise of judgment on the part of local officials in determining the appropriateness of certain development applications. These types of decisions are contrasted by "as-of-right" development which are specifically authorized by land use regulations.

Downzoning

A change in the zoning classification of land to a district which permits development that is less intensive or less dense.

Floor Area Ratio

The amount of permitted building floor area on a lot in relation to the size of the lot. For example, a building of 10,000 square feet on lot which is 20,000 square feet has a floor area ratio of 0.50.

Free Fare Zones

Specific areas of the city within which no fee is charged for public transit ridership.

Granny Flats

A second unit which is an attached or detached dwelling unit that provides complete living facilities for one or more persons. The unit includes permanent provisions for living, sleeping, eating, cooking, and sanitation on the same parcel as the single-family dwelling is located. Typically regulations governing granny flats contain either occupancy restrictions or standards limiting the size of the unit.

High Income

Income category defined as above 120% of the median income for the Los Angeles/Long Beach Primary Metropolitan Statistical Area.

High Occupancy Vehicle (HOV) Lanes

A roadway, or lanes, developed in a separate right-of-way and designated for the exclusive use of vehicles with a ridership of two or more including busses.

Infill Sites

Vacant parcels of land which are surrounded by development.

Infrastructure

Those improvements which serve as the underlying foundation for land development. These improvements would include streets, sewers, and utilities.

Intensity Standards

Regulations that specify the amount of development allocated within each land use category.

Land Use Diagram

Generalized land use map which identifies the General Plan land use categories and graphically depicts the principles, objectives and policies of the General Plan.

Light Rail

Medium capacity rail transit that provides passenger capacities ranging from 2,000 to 20,000 passengers an hour. Light rail can operate on either grade separated, reserved right-of-way, or can operate in mixed traffic on city streets.

Local Streets

Streets designed for low traffic volumes primarily serving the residential needs of the community. The function of local streets is to provide access to adjacent properties within residential areas.

Low Income

Income category defined as 50% to 80% of the median income for the Los Angeles / Long Beach Primary Metropolitan Statistical Area.

Mansionization

Term used to describe residential building additions, or building replacements, which lack compatibility with the scale and character of the surrounding neighborhood. Typically such additions, or replacements, are constructed in conformance with existing development regulations.

Master Plan

A document which sets forth rules for development on property owned by major public institutions within the City.

Minor Arterial Streets

Streets designed to carry traffic from primary arterials to collectors and local streets, as well as local traffic generators and other employment centers.

Mitigation Measures

Conditions imposed upon a project with the intent of avoiding, or minimizing, the potential negative impact of the project.

Mixed Use

Type of development which allows a combination of land uses within a single development.

Mode Specific Corridor

Transportation corridor designed for the use of a specific transportation alternative.

Moderate Income

Income category defined as 80% to 120% of the median income for the Los Angeles / Long Beach Primary Metropolitan Statistical Area.

Multi-Modal Corridor

Transportation corridor designed for the use of a variety of transportation alternatives.

Northwest Enterprise Zone

Specific designated area, approved by the Department of Commerce, which provides State and local incentives and programs to businesses within the area not available to businesses outside the zone. The purpose of this program is to provide incentives for business investment and location within the specified district.

Objective

A statement which sets forth an ultimate purpose that the City shall strive to attain.

Paratransit

Encompasses a variety of transportation services that are not rail/fixed guideway or fixed route bus service. These services could include carpooling, vanpooling, shared-ride taxi, or subscription bus service.

Park and Ride Lots

Parking facilities designated for users of mass transit, providing a central location for departure and arrival.

Pedestrian Oriented Development

Pedestrian oriented development systems provide clear, comfortable pedestrian access to a commercial area and transit stop. Pedestrian routes should be located along and visible from streets. Primary pedestrian routes and bikeways should be bordered by the frontage of residential properties, public parks, plazas, or commercial uses.

Performance Oriented Requirement

Regulations which are based upon a minimum or maximum allowable limit rather than a specific standard. This approach is intended to allow greater flexibility in development.

Planned Development

A legal mechanism for developing parcels larger than 2 acres in a cohesive manner in order to ensure orderly planning and quality design.

Policy

A specific statement of principle intended to identify methods and programs to achieve stated objectives.

Population Density

Refers to the average number of persons per a given unit of land; usually expressed in terms of "per acre".

Primary Arterial Streets

Streets designed to carry large volumes of traffic from one part of the City to another, and to provide access to the freeway system. These streets carry both local traffic and through traffic.

Principal Mobility Corridor

Transportation corridors designed to carry the bulk of traffic within the City. Specific strategies will be developed to focus travel onto these corridors.

Principal Transportation Corridor

Multi-modal transportation corridors within the City designed to provide the principal movement of residents within the City. Transportation corridors will be designed for a variety of transportation alternatives such as public transit, bicycles, pedestrians, and autos.

Redevelopment Area

An area of the City which has been specifically targeted for revitalization, enhancement, or intensification. Plans are prepared for these areas with the intent of achieving the desired development objective.

Revitalization Sites

Urbanized areas where the quality of development is significantly deteriorated, or the land is underutilized.

Scale

Refers to the physical proportions of an existing district or neighborhood. Such factors as height, setback, and density of existing development determine the proportions of a given area.

Section 8 Housing

Rental housing partially subsidized through the Federal Section 8 program.

Single Room Occupancy

A residential unit designed for the occupancy by one or two individual tenants. Such units typically do not have both separate bathroom and kitchen facilities.

Smart Corridor

Mobility corridor designed to focus "through traffic" into the freeway corridors. Certain mechanisms such as traffic signalization and higher traffic speeds will be implemented to encourage the use of these corridors.

Spatial Attributes

Physical space that is created by walls and the inherent physical characteristics which define that space.

Specific Plan

An implementation tool authorized by State law which contains detailed development standards, distribution of land uses, infrastructure requirements and implementation measures for the development of a specific geographic area.

Targeted Development

Land use strategy which focuses development and economic growth into specific "targeted" areas of the City. This strategy recognizes that the issue of the total amount of development is not as significant as the location and type of development.

Targeted Development Area

Geographic areas of the City which have been designated as the focus for targeted development.

Tot Lot

Recreational parks designed for use by small children.

Transit Feeder Service

Service designed to provide transportation to public transit stations. For example the movement of people from residential areas to transit stations.

Transit Oriented Development

Mixed use neighborhoods located within a quarter mile walking distance of light rail stops or bus transfer stations. Urban transit oriented developments may be developed at higher commercial intensities and residential densities. Transit oriented developments have commercial areas located adjacent to the transit stops. These commercial areas should include convenient shopping, professional office, restaurants, service commercial, and entertainment for transit riders. The boundaries of a transit oriented development area shall generally not be further than 2,500 feet from a transit stop.

Transportation Demand Management (TDM)

A program of specific measures designed to reduce transportation demand. Such measures typically include carpool, vanpool, staggered work hours, and guaranteed ride-home programs.

Transportation Management Organization (TMO)

Organizations developed to implement the alternative measures identified within the Transportation Demand Management Program.

Unimproved Street

An unpaved roadway which lacks any physical enhancement.

Urban Village

A planning model which advocates the development of cities as a collection of small villages. This model involves the clustering of housing, retail and commercial uses, open space, and cultural and entertainment uses near transportation corridors, utilizing Mixed Use pedestrian-oriented configurations and appropriate housing densities.

Variance

Discretionary permit intended to resolve practical difficulties or unnecessary physical hardships that may result from the size, shape, or dimensions of a site or existing structures; physical conditions of a site; street locations or traffic conditions in the immediate vicinity.

Very Low Income

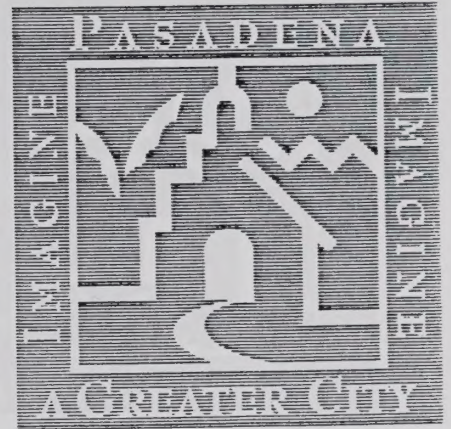
Income category defined as 30% to 50% of the median income of the Los Angeles / Long Beach Primary Metropolitan Statistical Area.

Zoning Buildout

A growth scenario which assumes that development will occur to the maximum extent allowed by the City's zoning regulations.

NOTE - These are not zoning code definitions. Consult the Zoning Code for legal zoning definitions.

MOBILITY



ELEMENT



THE JOURNAL OF THE
ROYAL ANTHROPOLOGICAL INSTITUTE



ISSUES
& CONTENT

1.0 Introduction

1.1 Purpose



The purpose of the Mobility Element of the Comprehensive General Plan is to state the specific goals, policies, and plans to improve the operations of the City-wide transportation facilities and service through the Year 2010. The goal of the Element is to provide a safe, efficient and serviceable framework to facilitate the movement of people and goods within the City and to enable residents of the City to access the regional transportation network to facilitate travel between adjacent communities.

1.2 State Requirements

All components of the Mobility Element conform to the State of California's General Plan Guidelines (Government Code Section 65302(b)) with respect to the minimum requirements of a circulation or mobility element. These requirements include the following:

- Identification and analysis of circulation (mobility) needs and issues;
- A statement of goals, objectives and policies based on the total circulation needs of the community;
- Diagrams, maps, and other graphic representations showing the proposed circulatory system;
- A description of the proposed circulation system and the interrelationships among system parts, including preparation of a computer model;
- Standards and criteria for the location, design, operation and levels of service of circulation facilities; and,
- A guide to the implementation of the circulation system.

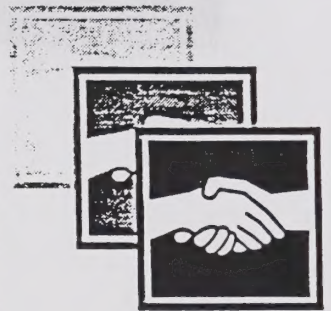
1.3 Land Use and Mobility Planning

The Mobility Element of the Comprehensive General Plan also demonstrates the relationship between the Land Use Plan and the Mobility Plan for the City as required by Government Code Section 65302(b). This is because the Mobility Element is more than a transportation plan -- it is actually an infrastructure plan that concerns itself with the circulation of people, goods, energy, water, sewage, storm drainage and communications. The provisions of the Mobility Element support the goals, objectives, policies and proposals of the Land Use Element. In turn, the land use element is a reflection of a community's circulation system and the planning proposals for that system.

The Mobility Element of the Comprehensive General Plan also is internally consistent with other elements of Pasadena's Comprehensive General Plan in conformance with Government Code Section 65300.5. This consistency is needed because the goals, policies, and objectives of the Mobility Element have a direct impact on the physical, social and economic fabric of the City.

1.4 Mobility Element and Regional Plans

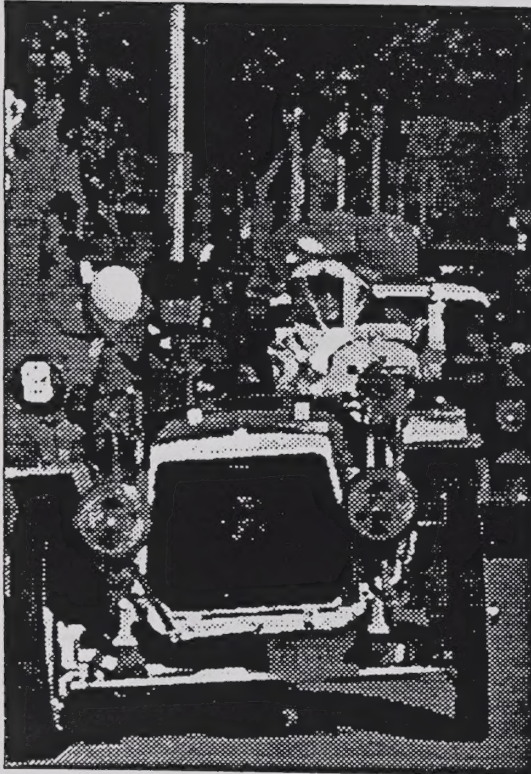
The Government Code also recognizes the need for transportation and mobility planning to consider regional transportation issues. The City of Pasadena, like other cities, is not an island unto itself. Consequently, various provisions of the Mobility Element address efforts to coordinate City transportation improvements with improvements to the regional transportation network. In addition, the Mobility Element discusses the need for coordination between the various regional transportation agencies including the California Department of Transportation (CALTRANS), Los Angeles County Transportation Commission (LACTC), Southern California Rapid Transit District (SCRTD), South Coast Air Quality Management District (SCAQMD), and adjoining municipal jurisdictions and County of Los Angeles.



2.0 Context/Issues

2.1 Background

The purpose of a transportation and circulation system is to provide a safe, efficient and serviceable framework to facilitate the movement of people and goods within the City. The circulation system also enables residents of the City to access the regional transportation network and provides a means of travel between adjacent communities.



In general, the City's circulation system works well and can adequately accommodate current travel demands. Traffic conditions at key intersections and along the major arterials are typically good, by most standards. Residents of Pasadena enjoy a higher quality of life, in terms of levels of service, than do many other communities in Southern California. While there are several critical issues and locations which need to be addressed, the road network overall functions properly and provides a safe and efficient means of transportation.

The local circulation system not only provides a means of movement within the City, but also between the City and the adjacent communities. The streets within the system are classified into several different categories which are established based upon their function within the network. These categories include primary arterials, minor arterials, collectors and local streets.

Not surprisingly, the predominant mode of transportation, and related transportation facilities, are currently auto-oriented, as has been the trend in Southern California for the past 40 years. However, as the capacities of freeway and local roadway systems has been reached or exceeded, and as driver frustration and demand for alternative modes has increased, there has been an increasing amount of energy and attention focused on rethinking the goals and ideals of how a transportation system should be shaped. This has led to the development of City-wide, County, and regional mobility plans that include a wide variety of projects and programs that are less auto-oriented and more focused on providing transportation alternatives.

In this setting, Pasadena has a unique opportunity to aggressively develop and explore alternatives to the traditional modes of transportation, and to develop a Mobility Element that is much more balanced and well-rounded, in terms of providing a system that can adequately accommodate the needs and demands of its citizens, while offering a higher level of service, improved quality of life, increased environmental sensitivity, and a range of alternatives that can adequately service all sectors of the residential and business population.

2.2 Planned Projects

Capital Improvement Program (CIP)

Major projects in the CIP include the installation of a citywide, computer-based traffic signal control system to centrally operate and coordinate the City's signalized intersections. Also, the City is proceeding with plans to construct a Regional Transportation Center at the corner of Arroyo Parkway and Del Mar Boulevard. The Transportation Center will be part of the planned Light Rail Blue Line extension to Pasadena. The complete list of CIP projects is included in the Existing Conditions Technical Memorandum #2 (Appendix A).

Other City-Planned Projects

The focus of future planned transportation improvements in the City is on non-auto-oriented projects. Transit projects include transit circulators, transit shuttle services, increased frequency of RTD and Foothill transit services, and the Light Rail Transit line. Planned bicycle projects are outlined in the Mayor's Bicycle Task Force Study, and include the development of a Citywide bikeway system. Other potential future projects include: installation of a Closed-Circuit Television System (CCTV) and a Changeable Message Signing System (CMS) at selected locations on the City street network; upgrading of the City's Highway Advisory Radio (HAR) system; installation of a traffic advisory information system at transportation centers and major traffic-generating facilities; access to local and regional traffic conditions at residential homes via cable TV; and installation of a "Smart Corridor" system along the 210/710 Freeway corridors.

Regional Construction Projects

In addition, there are several other planned projects and studies at the regional level which are being administered by various state and local agencies. These include:

- San Gabriel Valley Transit Study (to extend the Light Rail Blue Line east of Pasadena)
- Long Beach (SR-710) Freeway Gap Closure
- RTD Bus Electrification Study
- Regional Mobility Plan

Status of the 710 Freeway Gap Closure

In March 1992, the Federal Highway Administration (FHWA) released the Final Environmental Impact Statement for the 710 Freeway Gap Closure Project. This project would connect the Route I-10 San Bernardino Freeway in the City of Alhambra with the Route I-210 Freeway in Pasadena, a distance of 6.2 miles. The next step in the project review process is to develop a more comprehensive mitigation and enhancement plan to reduce project impacts to the

maximum feasible extent. An advisory committee comprised of the representatives of the communities impacted by the project and other interested parties has been established to work with Caltrans in developing this plan. It is expected that the plan will be completed in the Fall of 1992 and returned to the FHWA. At this time, FHWA will make their final decision on signing the Record of Decision.

The schedule for the completion of the Gap Closure is currently 2010. This General Plan is for the period 1992-2010. Since the anticipated project completion coincides with the later planning years, any land use changes needed to mitigate or support the projects would be made in later years.

This Plan assumes the completion of the 710 Gap Closure. As it is a planning document, it is not intended to reflect either support or opposition to the project as proposed.

Los Angeles-Pasadena Light Rail Line (Blue Line)

The Los Angeles County Transportation Commission (LACTC) has committed to build a light rail transit line between Los Angeles and the City of Pasadena, as part of its planned 300-mile rail network. Since Proposition C was passed, construction of the line has been brought forward two years, with groundbreaking proposed for 1994. LACTC projects that operations could begin as soon as 1997 if groundbreaking occurs on schedule.



Passengers on the Los Angeles-Pasadena light rail line will be able to transfer to the Metro Line subway and to commuter rail service at Union Station in Los Angeles. In addition, LACTC has longer term plans to connect the Pasadena line with the Los Angeles-Long Beach Blue Line through the Los Angeles CBD, which would provide direct service between Pasadena and Long Beach. LACTC is also planning a study of rail or other transit options for the Santa Fe right-of-way east of the Sierra Madre Villa station. This study will explore connections with other rail and bus projects in this area.

2.3 Constraints

This section provides a summary and brief discussion of each of the key issues and concerns regarding the transportation system that have been identified. These include intersections and roadway segments that are deficient or in need of improvement, or that are currently experiencing traffic congestion, delays or circulation and access problems. In addition, traffic and circulation issues and concerns that are relevant to the City and have an impact on the transportation system are addressed.

Regional Network Constraints

The City of Pasadena is situated at the confluence of several major regional transportation corridors. As such, the City experiences some impacts that deteriorate local circulation. Regional constraints include:

- Foothill Freeway (210) Spillover onto Surface Streets
- Pasadena (SR-110) Freeway Termination at Glenarm Street

Local Street Issues

In addition to regional network constraints, the City experiences localized pockets of congestion. These locations include:

- Lake Avenue - 210 Freeway to California Boulevard
- Arroyo Parkway - Glenarm Street to Colorado Boulevard
- Pasadena City College - Parking Impacts
- North/South Arterials Accessing the 210 Freeway

Transit, Bicycling, and Pedestrian Activity

There are numerous locations within the City that currently have little or no transit access. Additional deficiencies include difficulties in traveling from core commercial areas to other business and civic areas in the City, cross-town travel without transfers, and east-west travel north of the freeway.

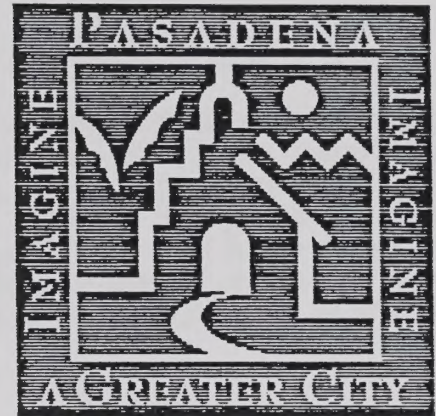
Pasadena is in the process of improving its citywide bikeway system, and making the City more "bicycle friendly." Several key issues related to bikes include the use of the Rose Bowl area (and potential conflicts) for bikes/pedestrians, the establishment of ordinances to ensure that bike parking and storage facilities are provided throughout the City, and making all City streets available for bicycle use.

Of the major pedestrian flow areas identified, CalTech, Pasadena City College, the Civic Center area and South Lake area all have existing plans that address and will resolve existing pedestrian flow problems and establish guidelines and goals for future pedestrian-oriented improvements. The East Orange Grove area, and the Old Town Pasadena area, however, have pedestrian issues that will need to be addressed in the future. The Rose Bowl area issues will be addressed by the City in a study which is currently underway.

Regional Coordination

In order to move people, goods, and services throughout the region and assist in meeting regional environmental goals, preference should be given to projects and programs which coordinate and link Pasadena's transportation system with existing and proposed regional systems. The Mobility Element has been prepared in accordance with other local and regional plans including the Congestion Management Plan (CMP), Regional Mobility Plan, Los Angeles County Transportation's 30-year Plan and other California Department of Transportation (Caltrans), Los Angeles County Transportation Commission (LACTC), Southern California Rapid Transit District (RTD), Southern California Association of Governments (SCAG), and Southern California Air Quality Management District (SCAQMD) documents. Efforts have been taken to coordinate with all appropriate local and regional governments.

MOBILITY ELEMENT



MOBILITY
PLAN

3.0 Mobility Plan

The overall goal of the Mobility Element is to provide for convenient and efficient mobility within the City, while reducing reliance on the automobile as the principal means of travel. More specifically, the Mobility Element includes the following:

3.1 Increase the Availability and Use of Transit

In order to meet the basic General Plan Principle of making Pasadena a city where people without cars can circulate, the first priority of the Mobility Element is to increase the availability and use of transit. To accomplish this will require a variety of new policies, incentives and services that affect both transportation and future development in Pasadena. In addition, Pasadena needs to evaluate the regional services available and capitalize on the availability of other systems where possible.



3.2 Increase the Use of Bicycling and Walking

The City has adopted a policy to make Pasadena a place where bicycling and walking are encouraged and fostered, where all streets are bikeways, and where safety, education, and facilities are provided as an ongoing part of transportation and recreational planning and programs.

3.3 Reduce the Level of Vehicular Trips in General, and Specifically the Use of Autos for Drive-Alone Trips

While allowing people to circulate without cars is the primary emphasis of the Mobility Element, a secondary emphasis is getting people to share rides and reduce the number of vehicular trips. In order to accomplish this, the City will need to take specific actions that will assist people in finding ways to share a ride, give priority to vehicles with more than a single occupant, or even eliminate the need for the trip totally.

3.4 Develop Land Use Planning to Support These Mobility Goals

The regulations for land use and transportation must be mutually supportive if the changes desired in transposition choices are to be realized. This will require modifications to the City's land-use planning densities, zoning designations, urban design criteria, and parking controls to support these mobility goals.

3.5 Establish Principal Mobility Corridors Within the City

It is important to define and establish principal transportation corridors within the City. These are necessary for the movement of residents within the City, for residents to travel out of the City to other communities, and for non-residents to travel into Pasadena for work, retail, commercial and recreational reasons.

Principal transportation corridors will carry transit vehicles, bicycles and pedestrians, and auto traffic, rather than being principal streets for autos only. Recognizable Urban Districts (RUDs) should be taken into consideration when determining principal transportation corridors.

3.6 Reduce Adverse Impacts of Through Traffic and Control Flows Into Designated Corridors

Trips that pass through Pasadena, or that have one end outside of the City, should be managed and controlled, so that they travel on designated routes and do not infiltrate residential neighborhoods. The key strategy of control is to provide incentives for the use of desired routes and disincentives to travel on streets where high volumes are inappropriate.



3.7 Regional Coordination

In order to move people, goods and service throughout the region and assist in meeting regional environmental goals, preference should be given to projects and programs which coordinate and link Pasadena's transportation system with existing and proposed regional system.

MOBILITY ELEMENT



OBJECTIVES & POLICIES



Develop and implement a comprehensive mobility plan that integrates all modes of transportation and promotes sustainable development.

Develop and implement a comprehensive mobility plan that integrates all modes of transportation and promotes sustainable development.

Develop and implement a comprehensive mobility plan that integrates all modes of transportation and promotes sustainable development.

Light Rail System

The proposed Light Rail System is shown in the map. The system will consist of a single line connecting the downtown area to the airport and the city center. The system will be operated by the Pasadena Transit Authority.

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POLICE
OBSCURED

4.0 Objectives and Policies

4.1 Increase the Availability and Use of Transit

Develop Strategies to Maximize Use of Light Rail

- A. Develop transit-circulator connections from Light Rail Transit (LRT) stations to major work, retail, entertainment, and recreational designations, such as:

Civic Center	Huntington Hospital
South Lake	Pasadena City College
Los Robles Corridor	CalTech
Old Pasadena	East Colorado
Rose Bowl	Playhouse District
Hastings Ranch	

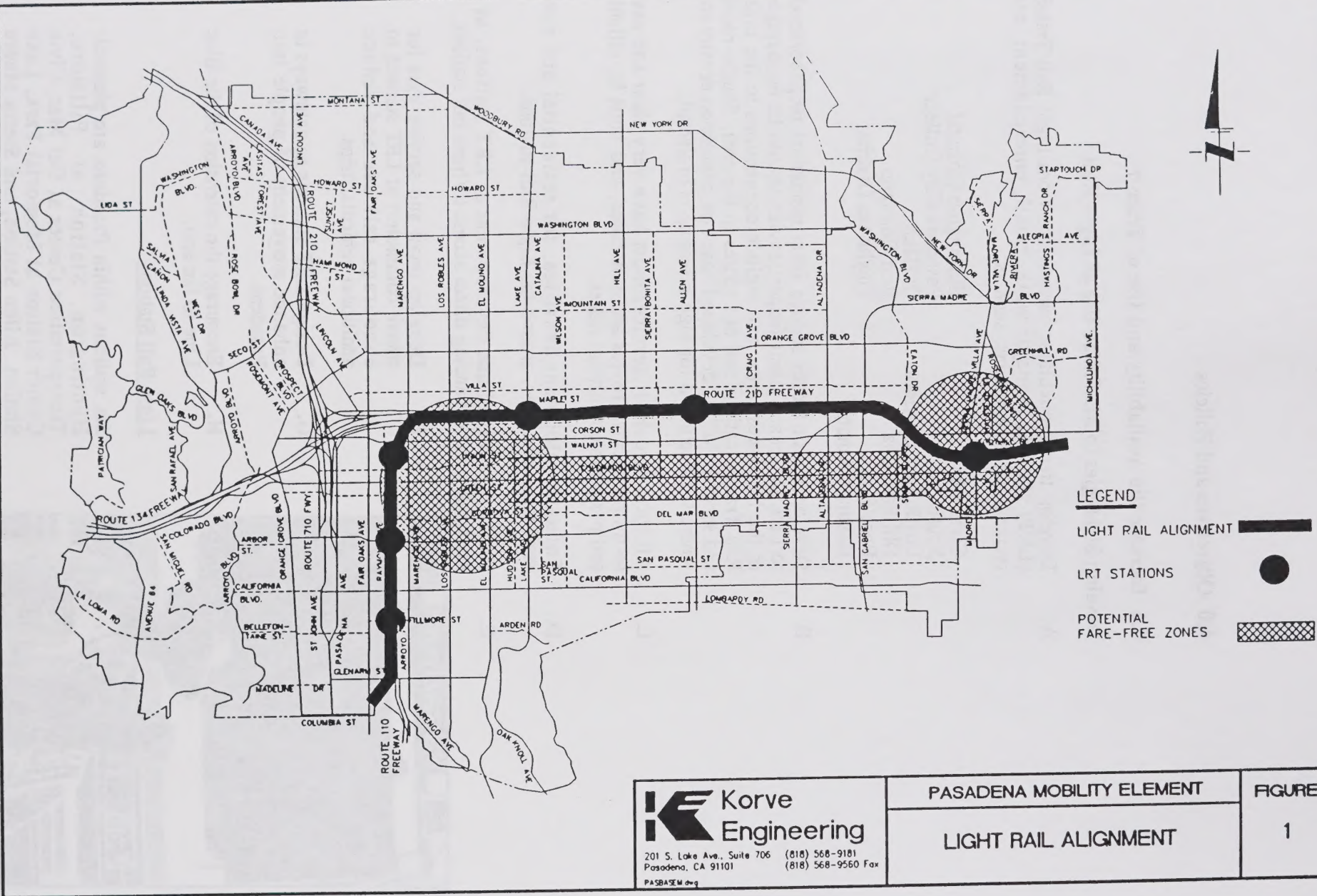
- B. Develop transit feeder service from residential neighborhoods to LRT stations. Transit feeder service should be encouraged in the Northwest area, and include connections to the Light Rail Transit stations and bus routes in the area. Shuttle routes and services will be developed based on population density and where the likelihood for high ridership is projected.
- C. All local circulator services must have very clear and easy to follow service routes and schedules, and must be reliable and predictable to attract riders.
- D. Focus development densities, for residential and non-residential land uses, around the Light Rail stations.
- E. Encourage mixed use development at LRT stations, as a mechanism for enhancing direct access to/from rail stations.



- F. Develop retail and service uses for transit commuters at LRT stations to encourage rail use and reduce additional vehicular trips.
- G. Design LRT stations as gateways to enhance movement of people into Pasadena.
- H. Encourage the extension of the Blue Line to the east.

Light Rail Stations

Six stations within Pasadena are planned: Huntington Station at Fillmore, Transportation Center at Del Mar, Civic Center Station at Memorial Park, Lake Station, Allen Station, and Sierra Madre Villa Station. The most immediate land-use



decision must be made at the Transportation Center Station. It is planned as a regional Transportation Center, and it could include connections with SCRTD and Foothill Transit buses, City circulator, Airport Shuttle Service, Regional Express Service, taxi service, Dial-A-Ride Service, electric trolley buses and a Class C commercial heliport. The Regional Transportation Center will be part of a mixed-use development project including housing, commercial and retail uses, particularly services that support transit use.

The Civic Center Station will be a showcase site with an approved planned development including low-income housing and retail (Civic Center West project). Development opportunities at other locations may be limited in the short term with the exception of Fillmore and Sierra Madre Villa. These locations will provide excellent opportunity for mixed use development to support transit-user needs possibly in combination with light manufacturing or discount retail (see description of individual station locations in Section 4.8).

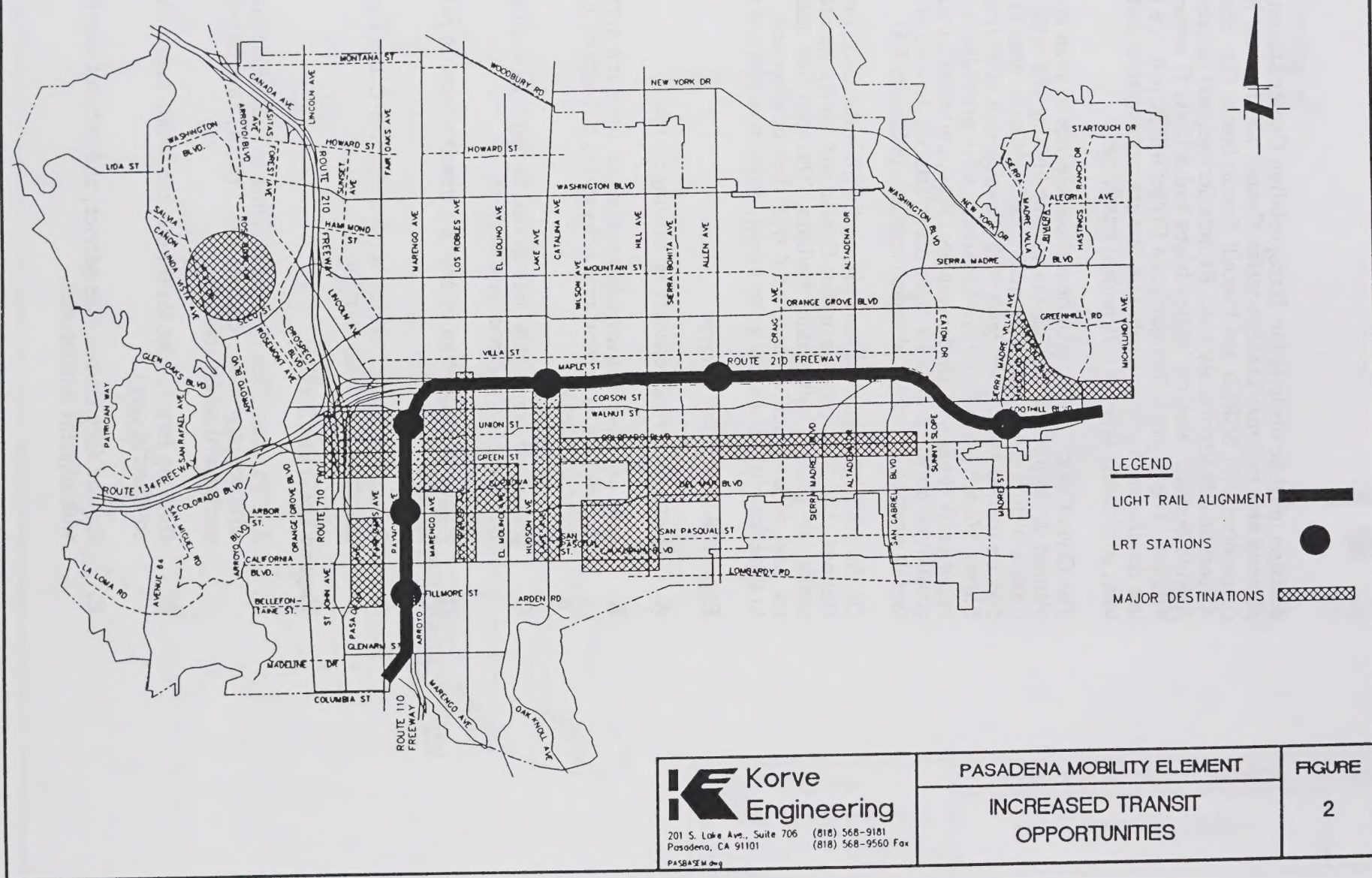
Of the six Light Rail stations planned within the City, only two stations, Del Mar Transportation Center and Sierra Madre Villa station, are planned with parking facilities. The other four stations do not have parking facilities associated with their development. Access to these four stations should be by transit, walk-on or kiss and ride.

Expand Regional Bus Service

- A. Increase service frequency on existing routes.
- B. Add new bus routes where demand for such service is identified, and expand regional express bus service into and out of Pasadena.
- C. Implement subscription bus service to major local employers, and from key residential communities.
- D. Pursue electrification of existing transit routes, in particular routes 180 and 181.
- E. Enhance transit service within the Tri-City (Burbank, Glendale, Pasadena) corridor.

Expand Local Bus Service

- A. Add Pasadena Bus Circulator routes to link residential areas with employment, commercial, retail, institutional and recreational areas/facilities.
- B. Develop free-fare zones for bus use within major Pasadena commercial areas.
- C. Expand City Dial-A-Ride service, and enhance coordination with adjacent communities.



Provide Priority Treatment for Transit Vehicles

- A. Install bus-only lanes to enhance bus service speed and reliability on key transportation corridors, as follows:

North-South
Lake Avenue

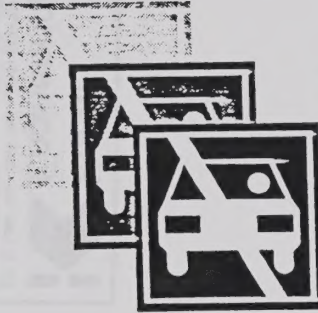
East-West
Colorado Boulevard

- B. Develop auto-free zones for transit and pedestrian use in key activity areas, such as:

Old Pasadena
Civic Center

Playhouse District

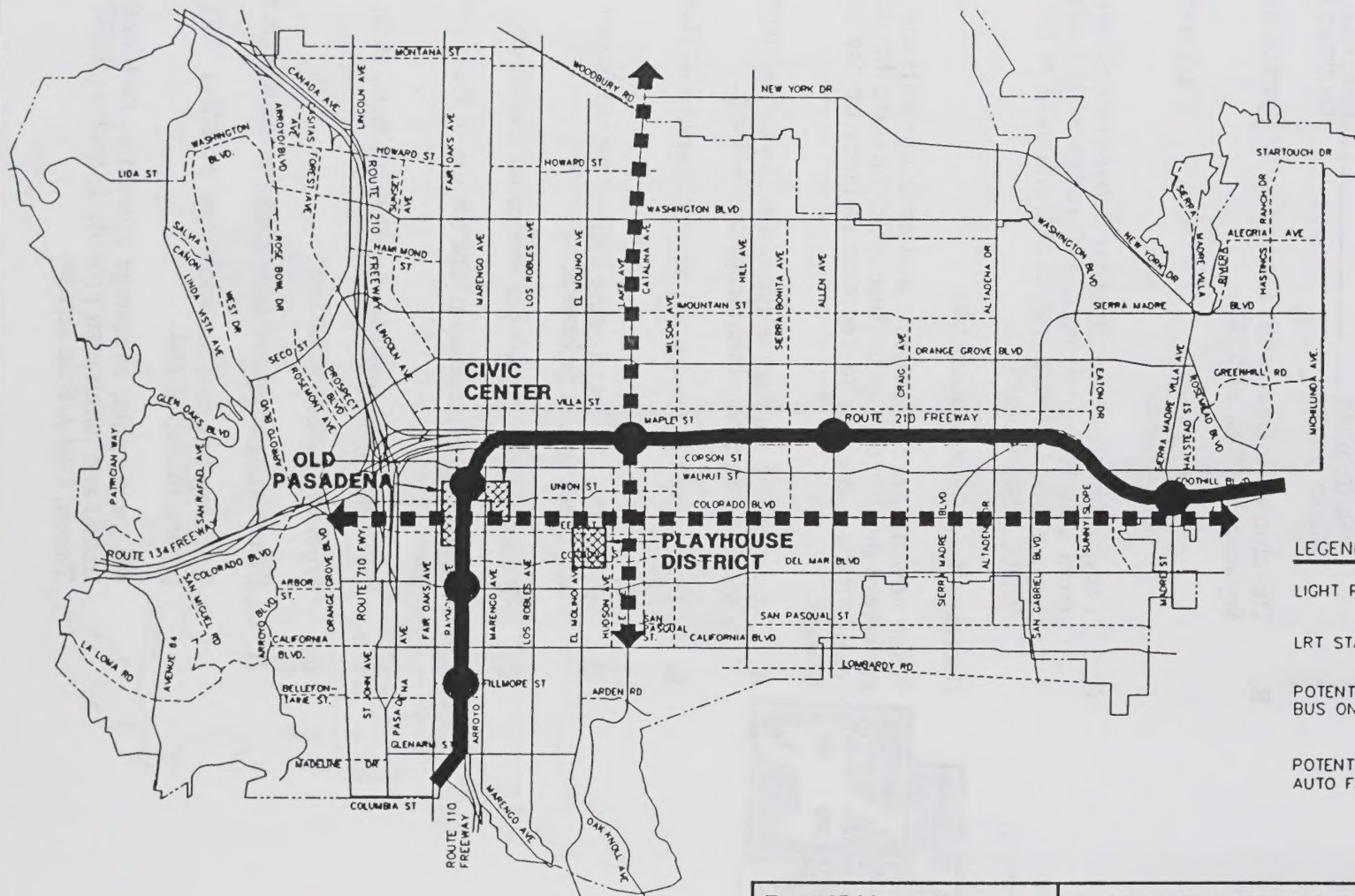
- C. Provide for convenient transfer between transit modes, and from auto to transit modes, through well designed and strategically located transit centers, such as the Del Mar Transportation Center.



Decrease Reliance on Automobile

When new programs, projects and developments are selected, preference should be given to those which increase the use of public transportation in order to decrease reliance on the automobile through:

- A. Establishing alternative systems to the single automobile use such as car pooling, bicycle use and walking;
- B. Improving the quality and level of service of fixed-line bus service;
- C. Providing non-fixed-route options for the transit dependent who needs special assistance;
- D. Promoting subscription bus service for employees;
- E. Supporting construction of and the use of Pasadena's light rail system;
- F. Providing street amenities (benches, shelters, etc.);
- G. Providing park-and-ride lots;
- H. Constructing a regional inter-modal transportation center;
- I. Utilizing full cost transportation policies, "Pay as you go" pricing strategies; and
- J. Where possible, encourage interactive relationship between transit and paratransit providers, such as SCRTD, Foothill Transit, Dial-A-Ride service.



- LEGEND**
- LIGHT RAIL ALIGNMENT
 - LRT STATIONS
 - POTENTIAL BUS ONLY LANES
 - POTENTIAL AUTO FREE ZONES

 Korve Engineering 201 S. Lake Ave., Suite 706 (818) 568-9181 Pasadena, CA 91101 (818) 568-9560 Fax PASADENA.CA.CORVE.ENG	PASADENA MOBILITY ELEMENT	FIGURE 3
	TRANSIT LANES AND AUTO FREE ZONES	

4.2 Increase the Use of Bicycling and Walking

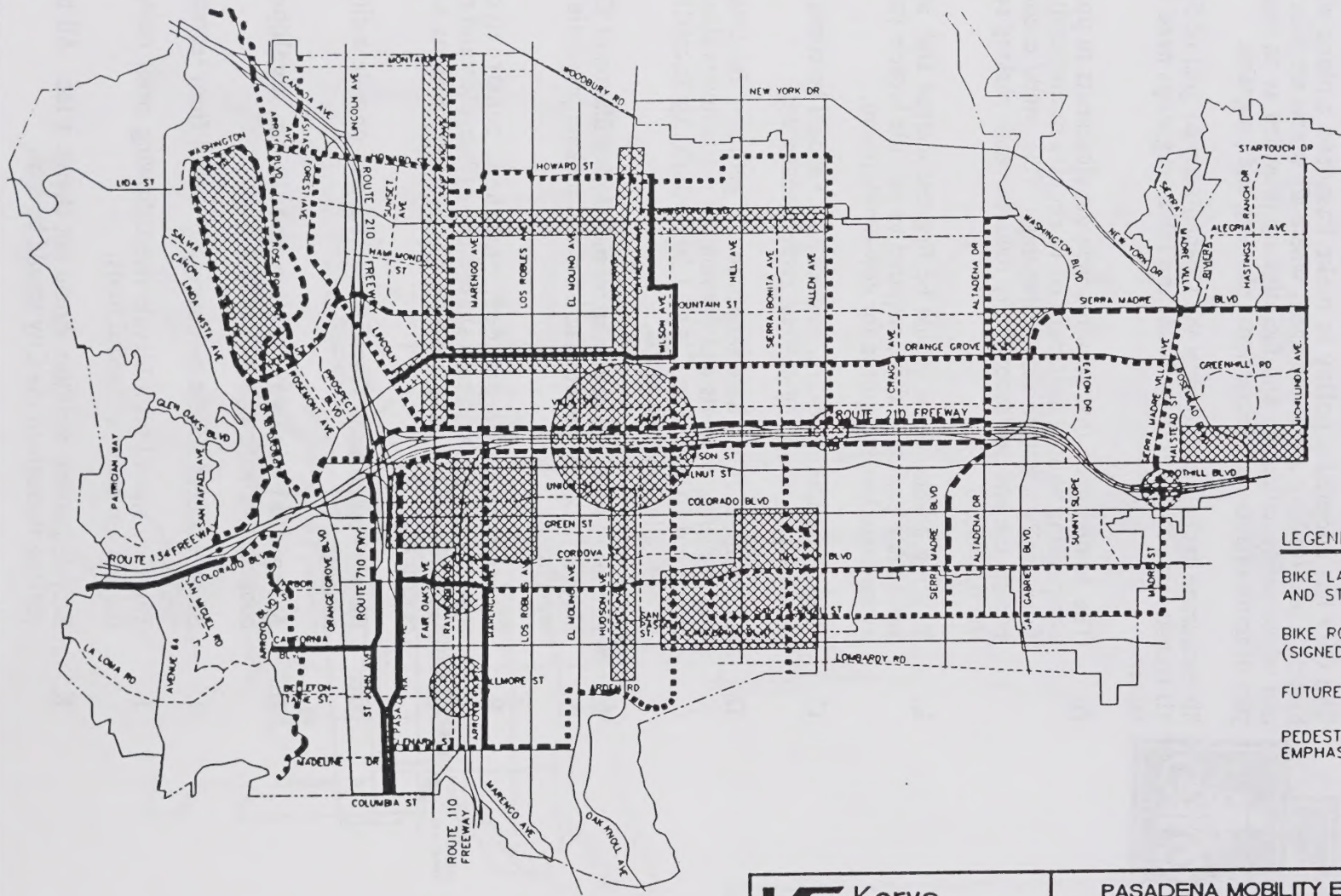
Provide Enhanced Bicycle Facilities



The City has adopted a policy to make Pasadena a place where bicycling and walking are encouraged, where all streets are bikeways and where safety, education and facilities are provided as an ongoing part of transportation and recreational planning and programs.

To encourage cycling and to meet the Council-adopted goal of 5% of all transit trips by bicycle by 2001, the following steps need to be taken:

- A. The zoning code that requires new developments to provide car parking should be amended to require numerically and functionally adequate bicycle parking. This would encourage bicycle use and correspondingly reduce overall parking cost to the developer.
- B. Existing developments should be first encouraged and, after a reasonable period of time, required to provide bicycle parking at the same levels required for new development.
- C. Bicycle facilities (lockers, showers, etc.) should be encouraged at worksites, shopping centers, recreational areas.
- D. At public events where large crowds gather -- for instance, sports events, concerts and conventions -- promoters should be required to provide Class 1 bike parking facilities at numerically adequate levels.
- E. Employee rideshare plans should include installation of Class 1 bicycle parking, shower facilities and lockers proportional to workforce.
- F. Streets should be planned, designed, constructed and maintained to facilitate shared use of bicycles and motor vehicles. This may involve parking restrictions and/or restriping.
- G. Bicycle routes/paths should be extended to provide a citywide network.
- H. A regional bikeway system should be developed by coordinating with adjacent communities.
- I. Bicycle access should be developed to and from recreational facilities.
- J. The City should print bicycle maps showing street ratings for bicycle use on an as-needed basis.
- K. Bicycle parking facilities should not charge a fee. All bicycle parking throughout the City should be free.



- LEGEND**
- BIKE LANE (SIGNED AND STRIPED)
 - BIKE ROUTE (SIGNED ONLY)
 - FUTURE BIKEWAYS
 - PEDESTRIAN EMPHASIS ZONES

Korve Engineering 201 S. Lake Ave., Suite 706 (818) 568-9181 Pasadena, CA 91101 (818) 568-9560 Fax PASBASEM.dwg	PASADENA MOBILITY ELEMENT	FIGURE 4
	EMPHASIS AREAS FOR BICYCLING AND WALKING	

- L. Bicycle parking should be provided at all major bus, rail and park-and-ride facilities.
- M. The Rose Bowl loop should be considered first and foremost a recreation area. A detailed traffic management plan that considers the safety of the recreational user should be developed and implemented.

Improve Pedestrian Environment

The City should make it easy and enjoyable to walk around town by:

- A. Increasing sidewalk widths in key activity centers.
- B. Regulating design and placement of street furniture on public sidewalks in heavily used pedestrian areas.
- C. Completing project for sidewalk curb cuts.
- D. Regular steam cleaning of sidewalks in heavily used pedestrian areas.
- E. Installing appropriate directional and informational signing for the pedestrians.
- F. Improving safety by treating sidewalk finishes with non-slippery surfaces and maintaining level and flat walkways where possible.
- G. Encouraging businesses to install awnings, umbrellas and flower boxes, and other pedestrian amenities.
- H. Improving lighting in pedestrian areas.
- I. Encouraging sidewalk vendors.
- J. Enhancing street aesthetics by planting street trees and providing adequate maintenance.
- K. Expanding system of pedestrian routes, including development of mid-block routes, use of alleys and other off-street walkways, increases in open space, and encouraging usable open space in connection with building design and providing visually and physically accessible ground floors.
- L. Defining and developing a linked pedestrian network linking residential communities to local commercial centers, schools, parks, neighborhood centers, cultural centers, as well as to downtown Pasadena.
- M. Improving and emphasizing children pedestrian safety by providing striping/signing, crossing guards, traffic signals, and other safety devices that are deemed to improve safety at designated school crosswalks and crosswalks near schools and park areas.

4.3 Reduce the Level of Vehicular Trips in General, and Specifically the Use of Autos for Drive-Alone Trips

Expand the Trip Reduction Ordinance (TRO)

- A. Include specific rideshare and transit goals into the TRO, and for Transportation Demand Management (TDM) requirements on new developments.
- B. Implement a citywide Transportation Management Association to manage TDM activity throughout the City, and coordinate localized Transportation Management Organizations (TMOs).
- C. Allow for and encourage bus access to shopping malls and developments.
- D. Implement TMOs for key employment areas in Pasadena, such as:
 - Old Pasadena Pasadena City College
 - Lake Avenue CalTech
 - Los Robles Avenue East Colorado Boulevard
- E. Implement a TMO for Pasadena residents, to encourage rideshare and transit use from the home end of trip-making.
- F. Ensure that TDM programs include the full range of trip reduction measures, such as:
 - Telecommuting
 - Staggered work hours and 4/40, 9/80 programs
 - Carpool, vanpool programs
 - Guaranteed ride-home programs.

Provide High Occupancy Vehicle (HOV) Facilities

Improve access to regional HOV facilities on freeways (such as I-210) by the following measures:

- A. Support development of HOV-only ramps, and/or HOV bypass ramps, at freeway interchanges within the City (e.g., planned ramps at Fair Oaks and I-210).
- B. Provide HOV lanes for carpools, vanpools and transit vehicles on key arterial streets between freeways and major destination areas.

Develop Parking Supply Programs

- A. Modify Parking Code to mandate maximum on-site supply over time, linked to increases in transit/rideshare use.
- B. Modify Parking Code to provide incentives for phased reductions in maximum on-site supply over time, linked to increases in transit/rideshare use.



- C. Modify Parking Code to include minimum requirements for rideshare and bicycle parking spaces.
- D. Develop strategy for shared use of parking, and pooled parking supplies, to share resources and more effectively utilize overall parking supply. Modify Parking Code accordingly.
- E. Provide development incentives to encourage consolidation of parking, understanding that landscaping regulations and access points for parking lots become critical as parking lots become larger.
- F. Require installation of trees in proportion to number of parking spaces.

- G. Coordinate parking strategies with neighboring cities.

Develop Parking Pricing Programs

- A. Encourage the elimination of subsidized parking by employers at employment locations.
- B. Regulate use and cost of curb spaces in major activity centers.
- C. Assist employers in developing programs to provide "equal" transportation allowance to transit and auto users.
- D. Establish local parking tax on long-term parking spaces. Utilize receipts to fund local transit and TDM programs.

4.4 Develop Land Use Planning to Support These Mobility Goals

Increase Land Use Densities in Transit Corridors

- A. Focus new multi-family residential development into key transit corridors.
- B. Focus new employment in key transit corridors, especially Lake Avenue and Colorado Boulevard.

Develop Mixed-Use Zoning

- A. Allow mixed-use zoning which includes housing and commercial to encourage living and working in same area and reduction of trips. Examples include ability for store owners to live above store, workers to rent/own in close proximity to jobs and work opportunities.
- B. Develop convenient access between affordable housing and affordable transportation.

Encourage Supportive Urban Design

- A. Design developments to be friendly to pedestrian and transit user. Locate buildings close to street to provide for convenient access and minimize access distance from transit and sidewalk.
- B. Place parking at the rear of, or below, buildings, rather than in front of buildings where it creates a barrier to access from street.
- C. Require new developments to include transit access facilities such as pedestrian easements, bus shelters and loading areas.
- D. Require new developments to include rideshare pick-up areas for carpools and vanpools.
- E. On North Lake Avenue, the use of shared parking areas and shared driveways should be encouraged as parcels redevelop in the future. The possibility of a median on North Lake Avenue should also be examined as land uses change.



4.5 Establish Principal Mobility Corridors Within the City

The following corridors are suggested as the backbone of the transportation system in Pasadena:

North-South

Lincoln Avenue
Arroyo Parkway
Fair Oaks Avenue
Los Robles Avenue
(north of Del Mar)
Lake Avenue
Hill Avenue (south of freeway)
Allen Avenue (north of freeway)
Altadena Drive
Sierra Madre Blvd
(north of freeway)
San Gabriel Boulevard
Rosemead Boulevard

East-West

Orange Grove Boulevard
(Lincoln to Rosemead)
Walnut Street
(Orange Grove
to Foothill)
Foothill Boulevard
Del Mar Boulevard



Los Robles Avenue south of Del Mar Boulevard is not designated as a mobility corridor. Various traffic engineering techniques such as right turn only lanes and signal timing will be used to encourage through traffic on Los Robles Avenue to turn at Del Mar Boulevard to travel east/west, and then north/south on Lake Avenue and Arroyo Parkway. Improvements to the traffic flow on South Lake Avenue will not include removal of on-street parking.

The establishment of these corridors will allow the development of appropriate transportation strategies to focus travel onto, and provide for convenient movement along these corridors.

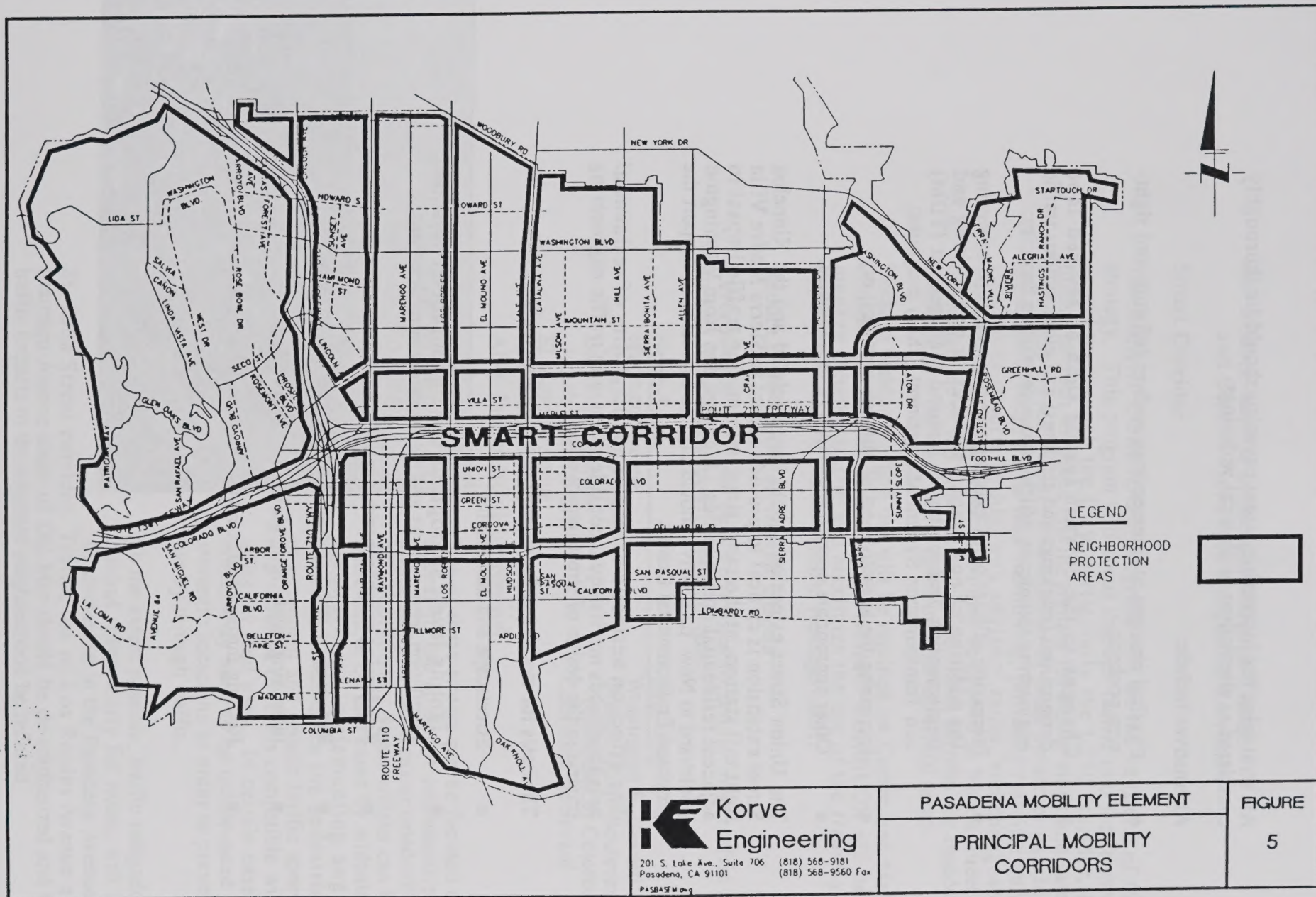
The majority of previously approved street widenings will not be required in the City because of the focus of transportation on alternative modes. Currently, the City Council has approved about 304 blocks of street widening projects, and the Public Works and Transportation Department has another 281 blocks of recommended street widening projects. This amounts to a total of 585 blocks of street widening projects.

Of these 585 blocks of street widening projects, only five projects totaling 10 blocks of street widenings are recommended in the Draft Mobility Element. The five projects are as follows:

- Allen Avenue, Locust to Walnut
- Lincoln Avenue, Orange Grove to 300 feet north
- Los Robles Avenue, Colorado to Walnut
- Woodlyn Road, Rose to Altadena
- Fair Oaks Avenue, Chestnut to Corson

The reduction in the number of street widenings is very significant, and reflects the policies of the Mobility Element on other modes of transportation. When streets are to be widened, special consideration should be given to:

- Minimizing disruption and relocation of homes and businesses;
- Preserving historic buildings and structures;
- Protection of the quality of residential areas and other surrounding land uses;
- Safety improvements;
- Pedestrian access;
- Environmental protection;
- Integrated plan for parking, local transit, traffic and pedestrian circulation including curb cuts;
- Future community development policies; and
- Widening within existing right-of-way.



All strategies for increasing street capacity should be thoroughly considered as alternatives to physical widenings.

Alternatives include:

- Physical changes at intersections such as left-turn and right-turn pockets;
- Changes to the current system such as revised lane designations (markings and stripings) and other various traffic engineering techniques which maximize existing capacity;
- Increasing utilization of existing transit services or exploring the addition of new transit services or establishing and implementing Transportation Demand Management (TDM) and Transportation System Management (TSM) programs;
- Increasing the attractiveness of alternative routes; or
- Other appropriate operating methods or technologies.

The Union Street extension should be completed and the Kinneloa Street extension is critical to provide access to Sierra Madre Villa light rail station, at the same time, minimizing traffic impact to adjacent residential communities. A connection from Washington Boulevard to New York Drive should also be evaluated to support the proposed Environmental Center.

The effect on aesthetic character and livability of residential neighborhoods merits equal consideration with traffic engineering criteria in the design of street improvements.

The basis for evaluation for street improvements should include:

- Streetscape and landscaping;
- Lighting levels appropriate to neighborhood character, circulation requirements and public safety considerations;
- Reinforcing neighborhood identity;
- Reducing or stabilizing traffic levels on local streets;
- Increasing safety through limiting speed; and
- Routing through traffic away from residential areas.

4.6 Reduce Adverse Impacts of Through Traffic and Control Flows Into Designated Corridors

Smart Corridor

The SMART CORRIDOR program will be the keystone of this strategy. This program will focus through traffic into the freeway corridors through the City, particularly the I-210 corridor, by measures such as timed traffic signals for fewer stops and safer, regulated travel speeds; elimination of peak on-street parking; improved signing; traffic flow monitoring; providing real-time traffic conditions reports by highway advisory radio, and changeable message signs. Similar measures may be applied to Walnut Street to encourage use of this street as a principal travel corridor for Pasadena residents, and alleviate traffic flows in local residential areas.

Because residential land use will be retained on Corson and Maple avenues, the primary purpose of the SMART CORRIDOR will be to manage through traffic and maximize the use of the freeway as opposed to directing traffic onto the frontage roads.

Reduce Auto Traffic on Certain Streets

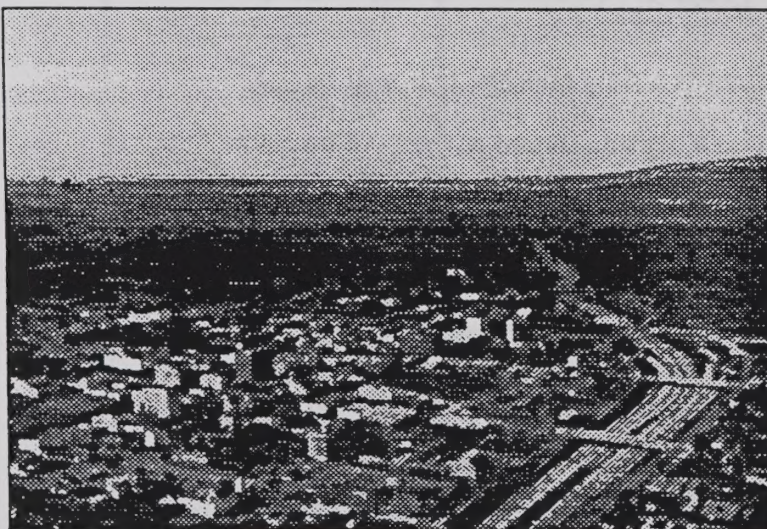
Certain streets will be de-emphasized to reduce auto traffic for through or intra-city travel. These include:

North-South

Marengo Avenue
(south of Del Mar)
Los Robles Avenue
(south of Del Mar)
El Molino Avenue
Hill Avenue (north of freeway)
Allen Avenue (south of freeway)

East-West

Washington Boulevard
Orange Grove Boulevard
(Columbia to Colorado)
California Boulevard



Use of these streets can be focused on access to the adjacent communities, either commercial areas or residential neighborhoods. Street widths can be narrowed in certain cases by widening sidewalks or implementing angle parking, to enhance the pedestrian environment and reduce traffic speeds and volumes to levels compatible with adjacent land uses. In certain cases, streets may need to be cul-de-saced at strategic locations in order to prevent use by through traffic.

To the extent possible, traffic mitigation control, particularly for noise, will be implemented in the Pasadena Avenue / St. John Street corridor. Traffic use of Los Robles Avenue and Marengo Avenue south of Del Mar should be de-emphasized and the traffic impacts to the adjacent neighborhood be reduced.

Protect Neighborhoods

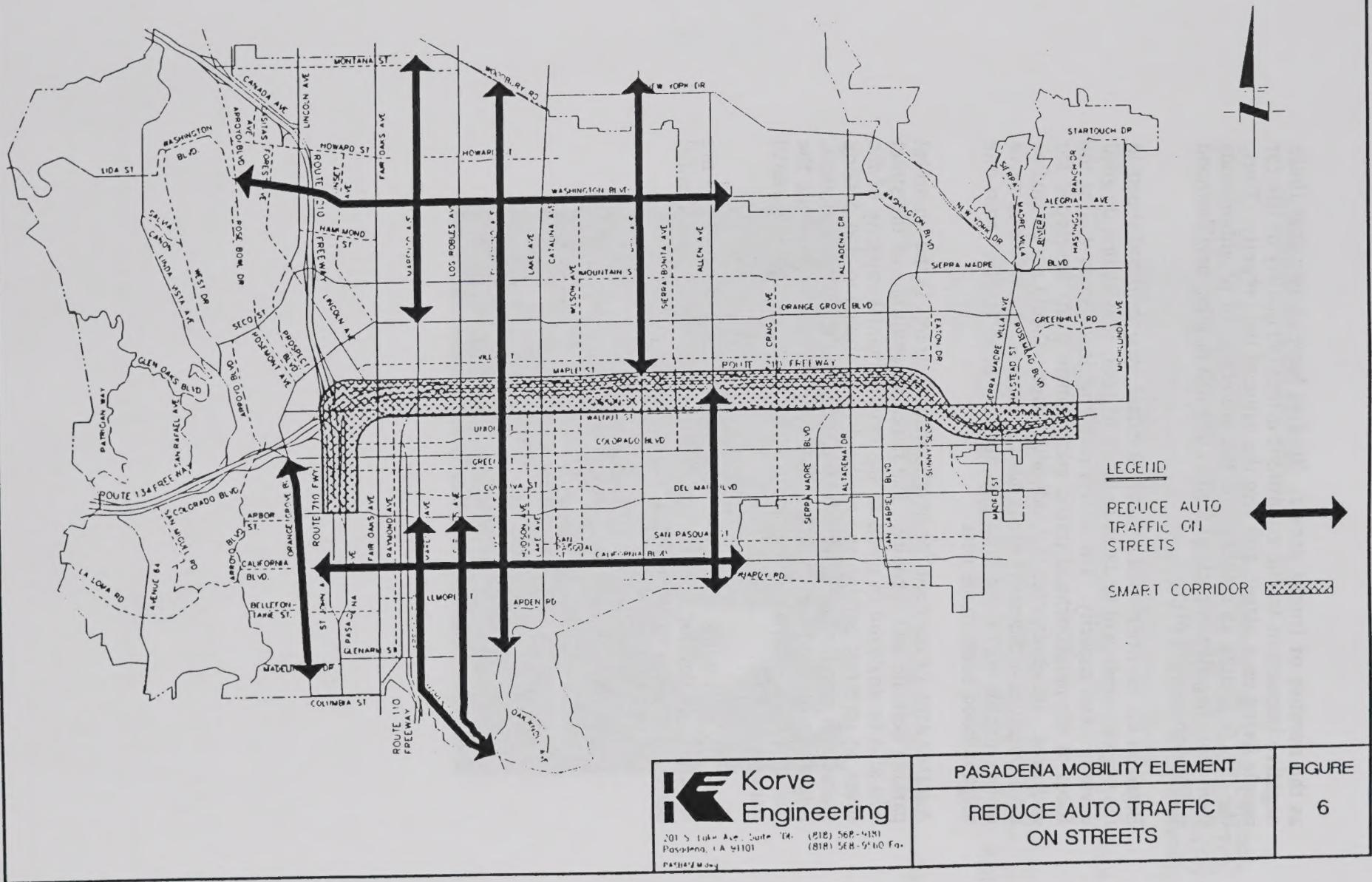
The most effective method of preventing traffic from infiltrating neighborhoods is to provide for efficient traffic flow on the principal mobility corridors as defined above in Section 4.5. By maintaining good traffic flow on the mobility corridors, traffic will be less likely to seek alternative routes and short cuts through residential neighborhoods. Traffic flow on the mobility corridors can be improved by enhancing the traffic signal timing through the use of the computerized traffic signal system, parking restrictions during peak traffic flow periods, and other operational improvements during peak traffic hours.

In addition to improving traffic flow on the major streets, some measures to protect the neighborhoods may also be necessary. The main concern of residents on neighborhood streets are the volume of traffic, the speed of traffic, and on-street parking impacts. All three of these concerns tend to impact the residents from an environmental street capacity point of view, and may affect the quality of life in the neighborhoods. In order to protect the neighborhoods from traffic intrusion, neighborhood traffic management plans may be developed for neighborhoods across the City.

The neighborhood traffic management plans will consist of two major parts; the first part, ways to improve flow on the mobility corridors in the area, and the second part, ways to control through traffic volume, the speed, and parking impacts. Ways to reduce the speed of traffic through neighborhoods include speed humps, street narrowing, medians, necking-down of entry ways, appropriate traffic signs, and police enforcement. Ways to reduce traffic volume include turn prohibitions during peak traffic hours, appropriate guide signs, traffic barriers, cul-de-sacs, islands, and other measures that would reduce the speed which makes the street less desirable to travel on. Ways to reduce parking impacts include providing on-street parking, restricting parking duration and parking periods, preferential parking programs, and providing adequate off-street parking.

The environmental capacity of a street is a new concept that will be utilized by the City to evaluate the impact of traffic speed and traffic volume on the quality of life of a neighborhood street. The environmental capacity is defined to be the maximum permissible traffic conditions on a street from an environmental point of view. The environmental capacity is based on the traffic volumes, the speed of traffic, the number of trucks, the type of parking conditions, accessibility, the street width/cross-section, pedestrian volumes, and the land uses on both sides of the street. This is different from the current concept of roadway capacity, which is based on the amount of traffic the street can accommodate without traffic delays and backups.

The traffic conditions on a street affect not only the pedestrians and children along a street, but also the people living within the buildings along a street. The negative impacts of traffic include noise, dust, air pollution, traffic accidents, decreased pedestrian/children safety and vibration. These negative impacts of traffic flow will normally increase as the traffic volume grows, the speed of traffic grows, and



as the number of trucks grows. Studies have shown that these negative impacts of traffic conditions affect the quality of life for people living on a street, and also the value of the property. Thus, the City is putting an emphasis on the protection of neighborhoods from these negative impacts of traffic, and will develop neighborhood traffic management plans.

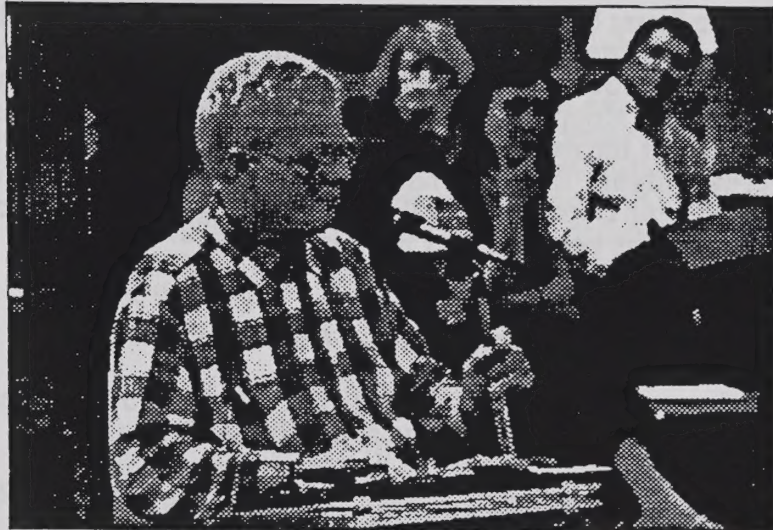
Based on the environmental capacity standard, neighborhood streets in the targeted areas will be rated in terms of poor, satisfactory, or good environmental capacity. The streets receiving low ratings will be the focus of the neighborhood traffic management plans developed for each area. However, note that individual streets should not be studied by themselves -- the entire areas must be studied as a whole to solve traffic problems of the area and not just push traffic from one neighborhood street to the next.

Another area of concern for neighborhood streets is the on-street parking demand and capacity. The parking conditions of the street will also be analyzed in terms of the environmental capacity of the street, as on-street parking and people driving around to find parking spaces also significantly affect the environmental capacity of a street. Key areas of residents' concerns for parking impacts include the CalTech/PCC area, and the areas near the proposed light rail transit stations.

The City will work with these areas, and others as problems are identified, to develop curb parking, time restrictions and preferential parking programs to assist in controlling parking problems.

4.7 Regional Coordination

- A. Intergovernmental cooperation between the City, Caltrans, Los Angeles County Transportation Commission (LACTC), Southern California Rapid Transit District (SCRTD), Tri-City Transportation Coalition (Burbank, Glendale, and Pasadena), and the San Gabriel Valley Transportation Coalition.
- B. Shared funding (public, private, or public/private partnerships).
- C. Cooperation with the Southern California Rapid Transit District and other transit service providers in efforts to improve service in Pasadena and better serve the Light Rail stations.
- D. Cooperation with other transit, transportation, and community organizations.



4.8 Light Rail Station Locations

Huntington Station

Location: Fillmore Street

Signalized Intersections: None

Street Characteristics

Fillmore Street - Local; one lane in each direction; ADT 1,000.

Raymond Avenue - Collector; two lanes in each direction; ADT 6,200.

Arroyo Parkway - Major arterial; three lanes in each direction; ADT 25,000.

Fillmore Street between Arroyo Parkway and Raymond will be closed to accommodate the Light Rail Station. This area has good north-south automobile access along Fair Oaks, and is close to the Huntington Hospital. A site in this area could encourage the transition of the existing land use into a potential technology park or alternate higher intensity land use. The Housing and Community Development Department will soon be hiring a marketing consultant to examine the potential uses for this area.



Transportation Center Station at Del Mar Boulevard

Location: North side of Del Mar Boulevard between Arroyo Parkway and Raymond Avenue at existing Amtrak station.

Signalized Intersections: Del Mar Boulevard at Raymond Avenue. Del Mar Boulevard at Arroyo Parkway.

Street Characteristics

Del Mar Boulevard - Minor arterial; two lanes in each direction with left-turn pockets at signalized intersections; ADT 20,100.

Raymond Avenue - Collector; two lanes in each direction with left-turn pockets at signalized intersections; ADT 6,300.

Arroyo Parkway - Major arterial; three lanes in each direction with left-turn pockets at signalized intersections; ADT 22,800.

This station has good north/south and east/west street access for the automobile. Because of the vacant land around the site, there is good potential to encourage future land use compatible with rail use -- i.e., mixed use (retail and housing). In addition, a multi-modal transportation facility has been proposed for this site.

Pasadena Civic Center Station

Location: Adjacent to Memorial Park on north side of Holly Street between Raymond Avenue and Marengo Avenue.

Signalized Intersections: Holly Street at Raymond Avenue. Holly Street at Arroyo Parkway. Holly Street at Marengo Avenue.

Street Characteristics

Holly Street - Two lanes in each direction between Raymond Avenue and Arroyo Parkway; one lane in each direction between Arroyo Parkway and Marengo Avenue; ADT 3,500.

Raymond Avenue - Collector; two lanes in each direction with left-turn pockets at signalized intersections; ADT 7,000.

Marengo Avenue - Minor arterial; two lanes in each direction with left-turn pockets at signalized intersections; ADT 23,300.

Holly Street between Raymond Avenue and Arroyo Parkway may be closed to accommodate the Light Rail Station. This station will serve a variety of locations: Old Pasadena, the existing Senior Center and Memorial Park, City Hall, the Armory Center for the Arts, the Civic Center West Project (which consists of multi-family residential units and retail), as well as existing major employers in the area, such as PacBell and Parsons. This station provides ready access to Pasadena's Civic Center and Old Pasadena, a retail and entertainment district of the City.

Lake Avenue Gateway Station

Location: Center of 210 Freeway at Lake Avenue.

Signalized Intersections: Lake Avenue at Corson Street. Lake Avenue at Maple Street

Street Characteristics:

Lake Avenue - Major arterial; three lanes in each direction with dual left-turn pockets at signalized intersections; ADT 40,500.

Maple Street - Collector; one-way; two lanes westbound with four lanes at Lake Avenue; ADT 3,900 (20,000 ADT at intersection).

Corson Street - Collector; one-way; two lanes eastbound with five lanes at Lake Avenue; ADT 6,700 (22,000 ADT at intersection).

This location has good north/south street automobile and pedestrian access. Lake Avenue, south of the 210 Freeway, is both an employment and business center. Because of the high density of development, Lake Avenue is a destination point. The area north of the 210 Freeway is an area in transition from single family or duplex to higher multi-family uses. The area has a zoning designation of RM

48 and General Plan designation of High Density Residential. Access to the station should be designed to minimize conflicts between pedestrians and vehicular traffic.

Allen Avenue College Station

Location: Center of 210 Freeway on east side of Allen Avenue.

Signalized Intersections: Allen Avenue at Maple Street. Allen Avenue at Corson Street

Street Characteristics

Allen Avenue - Minor arterial; two lanes in each direction with left-turn pockets at signalized intersections; ADT 25,900.

Maple Street - Collector; one-way, two lanes, westbound with three lanes at Hill Avenue; ADT 7,000 (15,200 at intersection).

Corson Street - Collector; one-way, two lanes, eastbound with three lanes at Hill Avenue; ADT 6,000 (17,900 at intersection).

This station has good north/south and east/west automobile access. It is close to Pasadena City College and CalTech. The surrounding land use, both north and south of the freeway, is a mixture of residential and non-residential uses. The addition of the Light Rail will aid in determining the direction of this transition.



Sierra Madre Villa Avenue Station

Location: Center of 210 Freeway, 750 feet west of Sierra Madre Villa Avenue.

Signalized Intersections: Sierra Madre Villa Avenue at 210 Freeway Ramps. Sierra Madre Villa Avenue at Foothill Boulevard.

Street Characteristics

Sierra Madre Villa Avenue - Major arterial; two lanes in each direction with left-turn pockets at signalized intersections; ADT 15,000.

Foothill Boulevard - Major arterial; two lanes in each direction with left-turn pockets at signalized intersections; ADT 12,600.

This location has good north/south and east/west automobile access. The surrounding land uses are industrial and open space. The proposed terminal at this location is consistent with the uses in this area.

4.9 Other Transportation Facilities

Truck Routes

The City currently has an extensive network of designated truck routes to serve the commercial and industrial transport needs of the business community. It is essential to maintain a truck route network to support development, and the continuation and revitalization of the commercial and industrial areas of the City.

Truck routes direct truck traffic to those roadways which are designed to accommodate these vehicles and restrict vehicles from those streets which are undesirable for heavy commercial traffic. In this way, designated routes provide the City with a means of controlling commercial vehicular traffic in order to minimize intrusion and adverse impacts on residential areas and non-truck-route arterials.

To meet these objectives, the current truck route network should be modified to include only those surface streets which are essential to provide adequate service to the community and that requires commercial traffic to use the freeway network to the greatest extent possible, thereby minimizing travel on City streets.

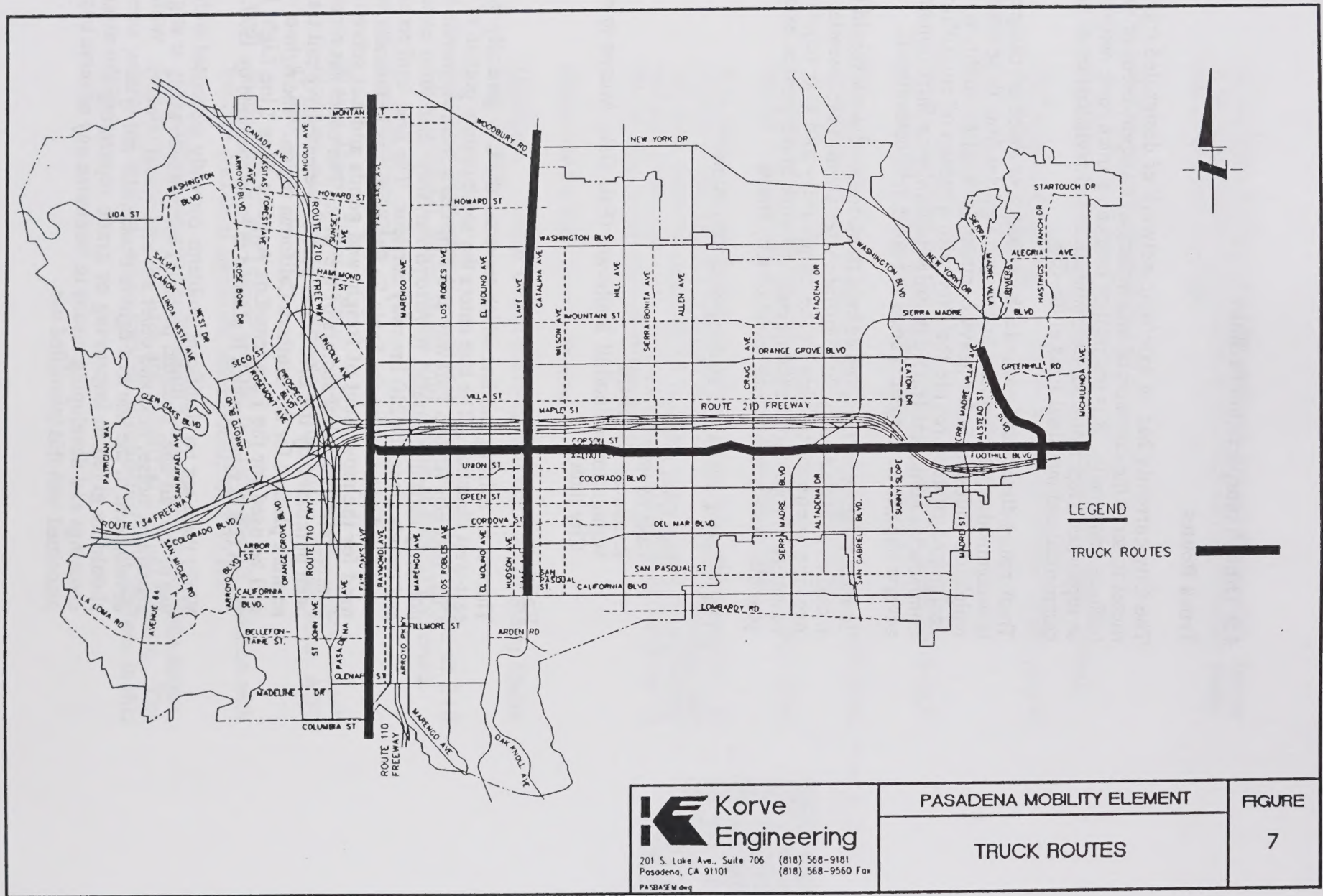
The following streets will be designated truck routes:

- Fair Oaks Avenue
- Lake Avenue
- Rosemead Boulevard
- Walnut Street/Foothill Boulevard (Fair Oaks Avenue to east City limit)

Railways

There is an existing rail line which traverses the City generally in an east-west direction. The line enters the southwestern portion of the City, between Arroyo Parkway and Fair Oaks Avenue, travels in a northerly direction parallel to Arroyo Parkway, then turns easterly and travels along the 210 Freeway corridor. The line, until recently owned and operated by the Santa Fe Railroad, has historically been used for the movement of freight and goods and has served the commercial/industrial sectors of the City. The route has recently been purchased by the LACTC as part of the extensive rail transit network planned for the Southern California region. The right-of-way will be used for the Pasadena-Los Angeles Blue Line Light Rail Transit (LRT) system which is planned to be in operation by 1997.

While there are no significant problems currently associated with the use of the rail line, potential problems may include safety at at-grade crossings, noise, dust and other adverse visual impacts. With the development of the line as a light rail/commuter rail system, attention should be given to improving or grade separating the at-grade crossings and developing means to minimize any adverse impacts associated with this intensified use.



With the growing emphasis on the development of non-auto-oriented transportation modes, and on rail transit systems in particular, rail transportation will play an increasingly important role in the future of Pasadena's mobility.

Waterways

The nearest port facilities are located at the Ports of Los Angeles and Long Beach, approximately 35 miles south of downtown Pasadena. There are no inland waterways which directly link the City to these ports.

Airports

The City of Pasadena is served by the nearby Burbank-Glendale-Pasadena Airport. The airport, which was built in 1930, is served by most of the major commercial passenger carriers. According to airport officials, there are currently 85 scheduled daily departures, with a total of 300 daily flights, including helicopters, commercial and general aviation. In terms of total "operations" (takeoffs and landings), the number is currently 600 per day.

Although the airport is in operation 24 hours a day, there is a voluntary curfew on all commercial passenger flights between the hours of 10:00 p.m. and 7:00 a.m. each day. All of the commercial carriers which operate out of the airport generally comply with this restriction.

A Draft Environmental Impact Report/Environmental Impact Statement (DEIR/EIS) for the construction of a new passenger terminal has recently been completed and has been distributed for comment. The new terminal would provide expanded and updated facilities at a new site located farther from the runways. The existing terminal has been identified as being too close to the runways.

Pasadena is also served by Los Angeles International Airport, 30 miles to the southwest, and Ontario International Airport, approximately 25 miles east of the City. With these facilities, Pasadena enjoys convenient and abundant air transport service.

Drainage System

The City's drainage system, which consists of open channels, underground conduits, and streets, in general provides a reasonable degree of protection against flooding. Localized problems that may occur from time to time, especially in hillside areas subject to periodic fire and flood cycles, are treated on a case-by-case basis.

The standard for the level of protection to be provided against flooding in Los Angeles County requires that during the "urban design storm" -- one with a probability of occurrence of once in 25 years, based on rainfall records -- the surface capacity of a street may be used up to a water surface level not extending above or beyond the street's right-of-way lines.

As the City is almost fully built out and proposed land use changes will primarily involve the re-use of developed areas, no significant impact is anticipated on the drainage system. However, drainage system elements, particularly older facilities, are subject to on-going repair, replacement, or modification efforts based on maintenance records, complaints, and field observations. Major developments that impact the capacities of downstream lines are required to upgrade adjacent system components to mitigate these impacts at their sole expense.

Sewer System

Although an older system than most due to the City's age, Pasadena's sewer system is in generally good condition. This is because of the high level of regularly scheduled maintenance, including the use of television reconnaissance, performed each year. Problems disclosed by maintenance records or complaints are systematically corrected. Based on the observations and experience of operations personnel, there are presently no major system deficiencies in need of immediate attention.

The present level of waste water being generated is, in general, not considered to be a matter of concern in view of the advent of growth management and long-range plans that will reduce previous ultimate population and development density forecasts. Shifts in land use that may occasion waste water generation in excess of previous sewer system master planning assumptions will have to be addressed when site-specific information is available. However, as City policy is to require that localized system deficiencies or bottlenecks that will be impacted by major developments be corrected at the sole expense of said developments, no significant impact on the system is expected.

Waste Water Treatment

Pasadena, along with Alhambra, San Marino, and South Pasadena, is part of County Sanitation District No. 16 and, thereby, part of the waste water collection, treatment, and disposal system operated by the County Sanitation Districts of Los Angeles County. The Sanitation Districts, in conformance with Federal and State standards, must plan and construct waste water treatment facilities which are consistent with regional land use and population goals and forecasts. The Sanitation Districts' facilities are currently planned and constructed in conformance with the 1989 Growth Management Plan adopted by the Southern California Association of Governments (SCAG) and the South Coast Air Quality Management District (SCAQMD) or with regional or subregional population projects approved by SCAG from time to time. The Sanitation Districts presently have sufficient existing and planned waste water treatment capacity to accommodate the year 2010 population forecasts for the Glendale/Pasadena subregion encompassing Sanitation District No. 16.

In addition, a small portion of the southwest hillside area of Pasadena comprised exclusively of single-family homes is tributary to the waste water collection, treatment, and disposal system owned and operated by the City of Los Angeles. This service is provided under a

contractual arrangement under the auspices of County Sanitation District No. 16. As this small area is virtually fully built-out, potential incremental additions to the sewer system are insignificant.

Water System

An adequate supply of water for Pasadena is dependent on weather, statewide growth, development of new sources and other factors. Since it is not possible to predict climatic changes and other outside influences into the future, it is difficult to give an accurate picture of water supply ten to twenty years from now. However if current water usage and growth patterns continue, forecasts indicate that by the year 2010 annual water demand in Southern California will exceed available supply by approximately two million acre-feet. One acre-foot of water supplies a family of four for one year. Aggressive conservation measures as outlined in the State Urban Water Conservation Best Management Practices can eliminate some 35 percent of this shortfall.

Since 60 percent of Pasadena's water is dependent on outside purchases through Metropolitan Water District, reasonable steps must be taken to avoid water shortfalls. Some of the steps Pasadena is taking to secure water supplies into the future are the following: Reclamation - using effluent from the existing Los Angeles/Glendale water treatment plant; Conjunctive Use Program - stores additional water supplies in the local groundwater basin for use during peak water demands and times of shortage; Conservation Programs - designed for all customer classes to reduce water usage.

The main components of the water system infrastructure consist of storage, pumping, and pipe network facilities. Currently, the City has 16 reservoirs, ranging in size from a 76,000- gallon to a 50,000,000-gallon capacity. The total system storage of a 106,598,700-gallon capacity is equivalent to three days' supply at average consumption rates. An additional 3.0-million-gallon capacity is nearing completion at the Gould Reservoir site in northwest Pasadena. Plans are also underway to add at least a 2.0-million-gallon capacity at the Sheldon East site in northeast Pasadena.

The City currently has 22 booster pumping plants with a combined total capacity of 56,000 gallons per minute. Theoretically, all storage facilities in the elevated zones can be refilled in less than a day, assuming all plants are operative.

The network of pipes and other appurtenances that comprise the existing water distribution network is such that no major transmission pipeline changes are anticipated to meet growth projections. Specific development projects generally do not have a major impact on overall water supply or storage, but rather have an effect on the water mains in the immediate area surrounding the development. Fiscal responsibility for any water distribution requirements in the immediate vicinity of the development are the sole responsibility of the developer.

An ambitious program of upgrading local distribution mains in order to comply with upgraded fire flow requirements is presently underway. Although this is a citywide process, it has been evident in the hillside areas because of their susceptibility to fire. This activity is addressed in the Water Fund Capital Improvement Program (CIP) where approximately \$700,000 a year is being marked for this project for the next several years.

Growth in water usage is modest -- about 0.5% per year. Although weather conditions always play a part in water sales, the effect of the City's aggressive water and energy efficiency (conservation) programs during this period cannot be denied. Furthermore, the community's response to the recent drought was evident in the water usage figures.

Future development or growth projected to occur in the next five years will not have an adverse impact on existing water transmission and supply, except for certain areas in the northeast and eastern portions of the City. Major development projects in these areas of the City would require some combination of additional storage, pumping, transmission and distribution pipeline facilities to be installed. Payment for any required major water infrastructure change or addition would likely be based on shared or apportioned costs of the improvements in relationship to the benefit derived by the prospective developments and existing customer base.

Power Facilities

Distribution Facilities

The Power Division of the Water and Power Department provides electrical energy to meet the needs of the consumers of the City. The City is served by an electrical distribution system operating at two voltage levels, 17Kv and 4Kv. The 17Kv system serves the industrial and commercial loads including multi-unit housing. The less efficient 4Kv system primarily serves residential and small commercial development. It will eventually be phased out of service.

Present facilities are adequate to serve the current electrical requirements of the City. To the extent that the City grows, new substations and circuits will be needed to serve new load. Load projections through the year 2010 indicate that three or four new stations will be needed. Consistent with the Land Use portion of the General Plan, these units will primarily serve those areas that are designated for the bulk of commercial growth and multi-unit housing. Substations shall be allowed in all General Plan Land Use Categories under provisions of the Zoning Code, to serve the electrical needs of each area.

New substations or additions to existing substations will be needed in the following Specific Plan Areas: Central District and South Fair Oaks Biomedical. In addition, substations may be required in other areas and in Redevelopment Areas to supply increased load or to improve quality of service.

Transmission Facilities

Energy is moved from sources to substations over the City's transmission system. At present, that system operates at 34 Kilovolts and is approximately 95 % underground. Future transmission facilities, which may be of a higher voltage, will all be underground. As such, with the exception of construction periods, the facilities will have no impact on the General Plan.

Resource Facilities

Energy is delivered to the City at two locations: the Water and Power Department generating plants at the end of the Pasadena Freeway in the South-Central portion of the City, and at the T. M. Goodrich Receiving Station in the eastern side of the City, where energy is imported from sources outside the City.

Facilities at the generating plants will be maintained and upgraded to maintain the current level of capability and meet the requirements of air quality standards as they evolve. The installation of additional capacity is not anticipated at this time.

The T. M. Goodrich Receiving Station will be enlarged as necessary to provide facilities for the economical and reliable importation of electrical energy from sources outside the City. At present, 300 Mva of transformer capacity is installed. Planning is presently underway to install additional incoming transmission lines and to increase the station capacity.

To improve the visual environment of the City through improved streetscapes, the City has established the following policies:

- Undergrounding of all new electrical distribution facilities will be required;
- Conversion of existing overhead to underground facilities will be encouraged;
- Undergrounding of the entire electrical distribution system and removal of all overhead utility lines;
- Major arterials and collector streets will have the highest priority;
- Residential areas with utility poles adjacent to the curb will be next in priority; and
- Residential areas with poles on rear lot lines will have third priority.

THE HISTORY OF THE CITY OF NEW YORK

The history of the City of New York is a subject of great interest and importance. It is a city of many names, and its history is a story of many changes. From its first settlement by the Dutch, to its present status as one of the most important cities in the world, the City of New York has a long and varied history.

THE DUTCH PERIOD

The Dutch first settled in New York in 1614, when they established a trading post on the site of present-day Manhattan. The Dutch called the island "Manna-hatta," which means "the place of the gathering of water." The Dutch were the first to introduce the potato to the Americas, and they also introduced the sugar cane.

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MOBILITY ELEMENT



IMPLEMENTATION & PHASING

WOMEN'S JOURNAL



WOMEN'S JOURNAL
& PRESSING

City of Pasadena
Mobility Element Implementation Plan

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Measure	5-Year Periods				Responsibility
	1992-1995	1996-2000	2001-2005	2006-2010	
<u>Increase the Availability and Use of Transit</u>					
1. Develop Strategies to Maximize Use of Blue Line					
1a. Develop transit-circulator connections from Light Rail Transit (LRT) stations to major work, retail, entertainment, and recreational designations, such as: Huntington Hospital Civic Center Pasadena City College South Lake CalTech Los Robles Corridor East Colorado Old Pasadena Playhouse District Rose Bowl	X	X			PW&T, Transit Agencies
1b. Develop transit feeder service from residential neighborhoods to LRT stations.	X	X			PW&T, Transit Agencies
1c. Provide readily available and easy-to-follow service route and schedule information.	X	X	X	X	PW&T, Transit Agencies
1d. Focus development densities, for both commercial and residential land uses, around the Blue Line stations.	X	X	X	X	Planning, Development
1e. Encourage joint development at LRT stations, as a mechanism for enhancing direct access to/from rail stations.	X	X			Planning, Development
1f. Develop retail and service uses for transit commuters at LRT stations to encourage rail use and reduce additional vehicular trips.	X	X	X	X	Development
1g. Design LRT stations as gateways to enhance movement of people into Pasadena.	X	X			Planning, PW&T
2. Expand Regional Bus Service					
2a. Pursue increased service frequency on existing routes.	X	X	X	X	PW&T, Transit Agencies
2b. Pursue additional new bus routes where demand for such service is identified, and expand regional express bus service into and out of Pasadena.	X	X	X	X	PW&T, Transit Agencies

Mobility Element Implementation Plan

Measure	5-Year Periods				Responsibility
	1992-1995	1996-2000	2001-2005	2006-2010	
2c. Implement subscription bus service to major local employers, and from key residential communities.	X	X	X		PW&T, Transit Agencies
2d. Pursue electrification of existing transit routes, in particular routes 180 and 181.	X	X			PW&T, SCRTD
3. Expand Local Bus Service					
3a. Add Pasadena Bus Circulator routes to link major commercial areas and also residential areas with employment, commercial, retail, institutional and recreational areas/facilities.	X	X	X		PW&T, Transit Agencies
3b. Develop free-fare zone proposals for bus use within major Pasadena commercial areas.	X	X			PW&T
3c. Expand City Dial-a-Ride service to enhance coordination with adjacent communities.	X	X			PW&T, County of Los Angeles
4. Provide Priority Treatment for Transit Vehicles					
4a. Provide for bus preemption or priority at traffic signals and key intersections, to improve bus speeds and service reliability.			X	X	PW&T
4b. Install bus-only lanes to enhance bus service speed and reliability on key transportation corridors, such as: <u>North-South</u> Lake Avenue <u>East-West</u> Colorado Boulevard		X	X		PW&T
4c. Develop auto-free zones for transit and/or pedestrian use in key activity areas, such as: Old Pasadena Civic Center Playhouse District	X	X			PW&T, Planning
4d. Provide for convenient transfer between transit modes, and from auto to transit modes, through well designed and strategically located transit centers, such as the Del Mar Transportation Center.		X	X		PW&T, Planning

Mobility Element Implementation Plan

Measure	5-Year Periods				Responsibility
	1992-1995	1996-2000	2001-2005	2006-2010	
5. Decrease Reliance on Automobile					
5a. Establish alternative systems to the single automobile use such as car pooling, bicycle use and walking.	X	X	X	X	PW&T, Planning
5b. Pursue improving the quality and level of service of fixed-line bus service.	X	X			PW&T, Transit Agencies
5c. Promote subscription bus service for employees.	X	X			PW&T, Development
5d. Support construction of and the use of Pasadena's light rail system.	X	X			PW&T
5e. Provide street amenities (benches, shelters, etc.)	X	X	X	X	Planning, Development
5f. Provide park-and-ride lots	X	X	X	X	PW&T, Caltrans, LACTC
5g. Construct regional inter-modal transportation center	X	X			PW&T, LACTC
5h. Utilize full cost transportation policies, "Pay as you go" pricing strategies			X	X	PW&T
5i. Encourage interactive relationship between transit and paratransit providers, such as SCRTD, Foothill Transit, Dial-a-Ride service.		X	X		PW&T, Foothill, SCRTD, LACTC
<u>Increase the Use of Bicycling and Walking</u>					
1. Provide Enhanced Bicycle Facilities					
1a. Revise development requirements to require numerically and functionally adequate bicycle parking as part of new development.	X				Planning, PW&T, Development
1b. Encourage existing developments to provide bicycle parking at the same levels required for new development.	X	X			Planning, PW&T
1c. Encourage destination bicycle facilities (lockers, showers, etc.) at worksites, shopping centers, recreational areas.	X	X	X	X	Planning, PW&T, Development

Mobility Element Implementation Plan

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Measure	5-Year Periods				Responsibility
	1992-1995	1996-2000	2001-2005	2006-2010	
1d. Require Class 1 bike-parking facilities at numerically adequate levels at large public events.	X	X	X	X	Planning, PW&T, Parks/Recreation, Rose Bowl
1e. Require installation of Class 1 bicycle parking, shower facilities and lockers proportional to work force as part of rideshare plans.	X	X	X	X	PW&T
1f. Plan, design, construct and maintain streets to facilitate shared use by bicycles and motor vehicles, including parking restrictions and/or restriping.	X	X	X	X	PW&T, Planning
1g. Expand bicycle routes/paths to provide a citywide network.	X	X			PW&T, Planning
1h. Develop a regional bikeway system with adjacent communities and make printed information, including maps, available.	X	X			PW&T, Planning LACTC, Neighboring Cities
1i. Develop bicycle access routes to and from recreational facilities.	X	X			PW&T, Planning Parks/Recreation
1j. Provide City-owned bicycle parking throughout the City at no cost.	X				Planning, Rose Bowl
1k. Provide bicycle parking at major bus, rail and park-and-ride facilities.	X	X	X	X	PW&T, Planning
1l. Develop and construct a detailed traffic management plan for the Rose Bowl loop that considers the safety of the recreational user.	X	X			PW&T
2. Improve Pedestrian Environment					
2a. Increase sidewalk widths in key activity centers.	X	X	X	X	Development, PW&T, Planning
2b. Regulate design and placement of street furniture on public sidewalks, to minimize conflicts with pedestrians, and to enhance pedestrian environment.	X				Planning, PW&T, Development
2c. Complete project for sidewalk curb cuts.	X	X			PW&T

Mobility Element Implementation Plan

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Measure	5-Year Periods				Responsibility
	1992-1995	1996-2000	2001-2005	2006-2010	
2d. Regularly steam cleaning of sidewalks in heavily used pedestrian areas.	X	X	X	X	PW&T
2e. Install appropriate directional and informational signing for the pedestrians.	X	X	X	X	PW&T, Planning
2f. Improve safety by treating sidewalk finishes with non-slippery surfaces and maintaining level and flat walkways where possible.	X	X	X	X	PW&T
2g. Encourage businesses to install awnings, umbrellas and flower boxes.	X	X	X	X	Planning
2h. Install lighting where necessary for pedestrian use.	X	X	X	X	Planning; PW&T
2i. Encourage sidewalk vendors.	X	X	X	X	Planning
2j. Install street trees.	X	X	X	X	PW&T
2k. Expand system of pedestrian routes including development of mid-block routes, use of alleys and other off-street walkways, increase open space; and encourage use of plazas in building design.	X	X	X	X	PW&T, Planning
2l. Define and develop a linked pedestrian network linking residential communities to local commercial centers, schools, parks, neighborhood centers, cultural centers, as well as to downtown Pasadena.	X	X			PW&T, Planning
2m. Improve and emphasize child-pedestrian safety	X	X	X	X	PW&T
Reduce the Level of Vehicular Trips In General, and Specifically the Use of Autos for Drive-Alone Trips					
1. Expand the Trip Reduction Ordinance (TRO)					
1a. Include specific rideshare and transit goals into the TRO, and for Transportation Demand Management (TDM) requirements on new developments.	X	X	X	X	PW&T, Planning
1b. Facilitate the efforts of the Citywide Transportation Management Association to manage TDM activity throughout the City, and coordinate localized Transportation Management Organizations (TMOs).	X				PW&T, TMA
1c. Allow for and encourage bus access to shopping malls and developments as part of design requirements.	X	X	X	X	PW&T, Planning

Mobility Element Implementation Plan

Measure	5-Year Periods				Responsibility
	1992-1995	1996-2000	2001-2005	2006-2010	
1d. Implement TMOs for key employment areas in Pasadena, such as: Old Pasadena Lake Avenue Los Robles Avenue Pasadena City College CalTech East Colorado Boulevard	X	X			PW&T
1e. Implement a TMO for Pasadena residents, to encourage rideshare and transit use from the home end of trip-making.		X			PW&T
1f. Encourage TDM programs to include the full range of trip-reduction measures, such as: Telecommuting Staggered work hours and 4/40, 9/80 programs Carpool, vanpool programs Guaranteed ride-home programs	X	X			PW&T
2. Provide High-Occupancy-Vehicle (HOV) Facilities					
2a. Support development of HOV-only ramps, and/or HOV by-pass ramps, at freeway interchanges within the City (e.g., planned ramps at Fair Oaks and I-210).		X	X	X	PW&T, Caltrans
2b. Provide HOV lanes for buses and carpools on key arterial streets between freeways and major destination areas.			X	X	PW&T
3. Develop Parking Supply Programs					
3a. Modify Parking Code to mandate maximum rather than minimum parking requirements.	X				Planning, PW&T
3b. Modify Parking Code to provide incentives for phased reductions in maximum on-site supply over time, linked to increases in transit/rideshare use.		X	X		Planning, PW&T
3c. Modify Parking Code to include minimum requirements for rideshare and bicycle parking spaces.	X				Planning, PW&T

Mobility Element Implementation Plan

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Measure	5-Year Periods				Responsibility
	1992-1995	1996-2000	2001-2005	2006-2010	
3d. Develop strategy for shared use of parking, and pooled parking supplies, to share resources and more effectively utilize overall parking supply. Modify Parking Code accordingly.	X	X			Planning, PW&T
3e. Provide development incentives to encourage consolidation of parking, understanding that landscaping regulations and access points for parking lots become critical as parking lots become larger.	X	X			Planning, PW&T
4. Develop Parking Pricing Programs					
4a. Assist employees in phasing out subsidized employee parking.		X			Planning
4b. Regulate use and/or cost of curb spaces in major activity centers.	X	X	X	X	PW&T
4c. Promote the use of "equal" transportation allowance to employees using transit and automobiles for commuting as part of development plans.	X	X			PW&T, Planning
4d. Study possibility of establishing a local parking tax on long-term parking spaces. Utilize receipts to fund local transit and TDM programs.		X	X		PW&T, Planning
4e. Revise code so installation of trees is in proportion to number of parking spaces constructed.	X				Planning
4f. Coordinate parking strategies with neighboring cities.	X				Planning, PW&T, Neighboring Cities
<u>Develop Land Use Planning to Support These Mobility Goals</u>					
1. Increase Land Use Densities in Transit Corridors					
1a. Focus new multi-family residential development into key transit corridors.	X	X	X	X	Planning
1b. Focus new employment in key transit corridors, especially Lake Avenue and Colorado Boulevard.	X	X	X	X	Planning

Mobility Element Implementation Plan

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Measure	5-Year Periods				Responsibility
	1992-1995	1996-2000	2001-2005	2006-2010	
2. Develop Mixed-Use Zoning					
2a. Allow mixed-use zoning, which includes both housing and commercial to encourage reduction of trips.	X	X	X	X	Planning
2b. Develop linkages between affordable housing and affordable transportation.	X	X	X	X	Planning, PW&T
3. Encourage Supportive Urban Design					
3a. i. Design developments to be friendly to pedestrian and transit user.	X	X	X	X	Planning, PW&T
ii. Locate buildings close to street to provide for convenient access and minimize access distance from transit and sidewalk.					
3b. Place parking at the rear of, or below, buildings, rather than in front of buildings where it creates a barrier to access from street.	X	X	X	X	Planning, PW&T
3c. Revise development requirements for new developments so they include transit access facilities such as pedestrian easements, bus shelters and loading areas.	X	X	X	X	PW&T, Planning
3d. Revise development requirements so new developments will include rideshare pick-up areas for carpools and vanpools.	X	X	X	X	PW&T, Planning
3e. Encourage shared parking and driveways on North Lake Avenue.	X	X	X	X	PW&T, Planning
<u>Establish Principal Mobility Corridors Within the City</u>					
1. Street Extensions:	X				PW&T
1a. Union Street extension, Wilson to Hill					
1b. Kinneloa Street extension, Colorado to Foothill/Maple, Sierra Madre Villa to Titley	X				PW&T, LACTC
1c. Washington Blvd. extension to New York Drive (4 lanes)		X			PW&T

Mobility Element Implementation Plan

Measure	5-Year Periods				Responsibility
	1992-1995	1996-2000	2001-2005	2006-2010	
2. Mobility Corridors: <u>North-South</u> Lincoln Avenue Fair Oaks Avenue Los Robles Avenue (North of Del Mar) Lake Avenue Allen Avenue (North of Freeway) Altadena Drive Sierra Madre Boulevard San Gabriel Boulevard Rosemead Boulevard Arroyo Parkway Hill Avenue (South of Freeway) <u>East-West</u> Del Mar Boulevard Orange Grove Boulevard (Rosemead to Lincoln) Walnut Street (Orange Grove to Foothill) Foothill Boulevard	X	X			PW&T
3. Computerized Traffic Signal System	X				PW&T
4. Street Widening					
4a. Allen Avenue: Locust to Walnut	X				PW&T
4b. Lincoln Avenue: Orange Grove to 300' North	X				PW&T
4c. Los Robles: Colorado to Walnut	X				PW&T
4d. Woodlyn Road: Rose Avenue to Altadena Drive		X			PW&T
4e. Fair Oaks: Chestnut to Corson	X				PW&T
5. Intersection Improvements					
5a. Villa Street: Various Intersections, Wilson Avenue to Lincoln Avenue		X	X		PW&T
5b. Sierra Madre at Washington & Orange Grove		X			PW&T

Mobility Element Implementation Plan

Measure	5-Year Periods				Responsibility
	1992-1995	1996-2000	2001-2005	2006-2010	
5c. As needed to protect public health and safety	X	X	X	X	PW&T
Reduce Adverse Impacts of Through Traffic and Control Flows Into Designated Corridors					
1. Implement SMART Corridor techniques	X	X			PW&T, Caltrans, Neighbor Cities
2. Reduce auto traffic on certain neighborhood streets by reducing speed and/or capacity, by prohibiting entry to, or exit from, or both, from any street by means of islands, curbs, traffic barriers, or other roadway design features.	X	X	X	X	PW&T
3. Reduce auto traffic on the following streets: Los Robles Avenue - Reduce auto traffic s/o Del Mar Marengo Avenue - Reduce auto traffic s/o Del Mar El Molino Avenue - Reduce capacity s/o California Hill Avenue - Reduce to 2 lanes north of Maple Allen Avenue - Reduce capacity s/o Colorado California Boulevard - Reduce to 2 lanes, e/o Lake, w/o Pasadena Orange Grove Boulevard (north/south) - Reduce to 2 lanes, Columbia to Colorado Washington Boulevard - Reduce auto traffic	X	X			PW&T
4. Protect neighborhoods with neighborhood traffic management plan techniques	X	X	X	X	PW&T
5. Pasadena Avenue/St. John's Avenue - Reduce traffic noise impacts	X	X			PW&T
Regional Coordination					
1. Coordinate with the California Department of Transportation					
HOV Lanes on I-210	X	X			LACTC, Caltrans
SMART Corridor	X	X			Caltrans, Burbank, Glendale
HOV ramps at Fair Oaks/I-210	X	X			Caltrans

Mobility Element Implementation Plan

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Measure	5-Year Periods				Responsibility
	1992-1995	1996-2000	2001-2005	2006-2010	
2. Coordinate with the Los Angeles County Transportation Commission					
Blue Line	X	X			PW&T
Extend Blue Line east		X	X		PW&T, Development
Transit Services	X	X	X	X	PW&T
3. Coordinate with the SCRTD, Foothill Transit, Dial-a-Ride Transit Services	X	X	X	X	PW&T
4. Coordinate with the Tri-Cities Coalition (Burbank, Glendale, Pasadena) and San Gabriel Valley Transportation Coalition.	X	X	X	X	PW&T

Sl. No.	Topic	Date				Remarks
		10/10/2019	11/10/2019	12/10/2019	13/10/2019	
1	Introduction to the course					
2	History of the course					
3	Objectives of the course					
4	Importance of the course					
5	Scope of the course					
6	Methodology of the course					
7	Assessment of the course					
8	Conclusion of the course					

6.0 GLOSSARY

For the benefit of those not familiar with the transportation engineering terminology used in the Draft Mobility Element, the following section provides a brief description of some of the terms and abbreviations used throughout the document.

REGIONAL AGENCIES AND DOCUMENTS

CALTRANS: California Department of Transportation

FHWA: Federal Highway Administration

LACTC: Los Angeles County Transportation Commission

SCAG: Southern California Association of Governments

SCAQMD: South Coast Air Quality Management District

SCRTD: Southern California Rapid Transit District

Tri-Cities Coalition: An organization consisting of Pasadena, Burbank, and Glendale to work together to further joint interests in transportation issues.

CMP: Congestion Management Plan, a document required by State law for certain Counties to monitor, regulate, and improve traffic flow conditions.

Mobility Element: The section of a City's General Plan that addresses the specific goals, policies, and plans of the City-wide transportation facilities and services.

Proposition C: Legislation administered by Los Angeles County to utilize additional sales tax revenues for transportation projects.

STREET CLASSIFICATIONS

Mobility Corridors: Transportation corridors within the City necessary for movement of residents within the City, for residents to travel out of the City, and for nonresidents to travel to destinations in the City.

Primary Arterials: The function of primary arterials is to move large volumes of traffic from one part of the city to another, and to provide access/egress routes to the freeway system. Primary arterials

also serve as connectors to adjacent cities. Primary arterials generally provide four to six lanes of through traffic with a raised or painted median and have a minimum 100 foot of right-of-way.

Minor Arterials: Minor arterials typically have four lanes of traffic with no center median and a minimum of 80 foot right-of-way. These roadways are intended to carry traffic from the primary arterials to collectors and local residential streets, as well as local traffic generators and other employment centers.

Collectors: Collectors are defined as having two lanes of traffic with a minimum right-of-way of 60 feet. This type of roadway typically carries lower volumes of traffic and is usually located near residential areas. They provide a connection between the arterial roadway system and local residential and commercial areas.

Local Streets: Local streets carry low volumes of traffic to and from collectors and minor arterials. They accommodate both vehicular and pedestrian traffic. They also serve neighborhood commercial and industrial land uses.

TRAFFIC ENGINEERING TERMINOLOGY

Auto Free Zones: Streets that would be closed to auto traffic during certain events, or specific times of day and days of the week.

Average Daily Traffic (ADT): The number of vehicles passing a given location on a roadway during a 24 hour period. Typically represents average weekday traffic conditions.

Capacity: The maximum number of vehicles that can flow on a roadway or through an intersection based on the prevailing traffic, roadway, and traffic signal conditions.

CCTV: Closed-Circuit Television System, a camera system used to visually monitor traffic conditions (Smart Corridor).

CIP: Capital Improvement Program, a list of City Council approved projects to improve transportation facilities and other systems.

CMS: Changeable Message Signing System, a system of signs used to direct motorists to appropriate travel routes (Smart Corridor).

Delay: A measure of lost travel time due to interruptions in traffic flow, expressed in seconds per vehicle.

HAR: Highway Advisory Radio, radio broadcasts used to advise people of prevailing traffic conditions (Smart Corridor).

Level of Service: A measure of the quality of operation of a transportation facility, with Level of Service "A" being very good operation with little traffic delays, and Level of Service "F" being severely congested operation with large traffic delays.

Mitigation: A transportation measure proposed to improve the level of service of a transportation facility.

Smart Corridor: A concept to control and manage regional through traffic into the freeway corridors within the City.

Traffic Management Plan: A plan using traffic control strategies like signing, striping, signal timing etc..., to control traffic flow during special events.

Traffic Signal Control System: A computerized system to centrally operate and coordinate the City's traffic signals.

Travel Demand: The number of trips created by activities, i.e., people going traveling from home to work, shopping, recreation, and other places.

TSM: Transportation System Management, a catch-all term for methods used to improve the operation of roadways and intersections by low cost measures within the existing right-of-way.

TRANSIT AND OTHER MODES TERMINOLOGY

At-Grade Crossing: A railroad track crossing at street level.

Blue Line: The designated name for the LRT line from Los Angeles to Pasadena.

Bus Electrification: The conversion of diesel powered buses to electric power, with the electric power supplied to the buses by electric cables suspended on catenaries.

Bus-only Lanes: Traffic lanes designated specifically for the use of buses only, typically during specific times of day.

Class I Bicycle Parking Facility: For long term parking, includes bicycle storage lockers, check-in facilities, monitored parking, and other forms of parking that protects the entire bicycle and components against theft.

Dial-A-Ride Service: A special on demand transit shuttle service provided for the elderly and disabled.

Fare Free Zone: An area of transit service where people can travel on public transportation for free.

Fixed-Route Bus Service: Typical bus service that travels the same route during service periods.

Guaranteed Ride Home: A service provided to people who carpool/vanpool, to provide rides home due to changes in schedule.

HOV: High Occupancy Vehicle, a vehicle that is transporting several people or a group of people, such as a bus or a carpool.

HOV Facilities: Roadways or lanes specifically designated for the use of HOVs.

Inter-Modal Transportation Center: A place for interaction between users of several modes of transportation.

LRT: Light Rail Transit, a fixed railway system of mass transportation.

Mode: In transportation, refers to the type of transportation used, such as auto, bus, bike, walking, etc....

Multi-Modal: Utilizing different types of transportation like auto, bus, bicycle, walking, etc..., to move from one place to other.

Non-Fixed Route Bus Service: Bus service that changes travels routes to accommodate special travel needs.

Rideshare (carpool): Auto trips that carry more than two people from home to work.

Staggered Work Hours: A method to reduce traffic congestion during the peak rush hours, by staggering the work start time for employees.

Subscription Bus Service: Charter buses hired by employers to provide employees with transit service.

TDM: Transportation Demand Management, a method to reduce traffic congestion by means other than roadway improvements, such as transit, staggered work hours, telecommuting, etc....

Telecommuting: Working at home, through the use of a computer or other means, to avoid traveling to work during peak congestion periods.

TMA: Transportation Management Association, a parent organization of TMOs, used to monitor and coordinate TMOs throughout the City.

TMO: Transportation Management Organization, an organization of an employer or groups of employers to facilitate the use of TDM measures to reduce traffic.

Transit Circulators: Shuttle buses that provide connections from residential areas to activity centers and other destinations.

Transit Feeders: Shuttle buses that will connect residential areas to the Blue Line Station locations.

TRO: Trip Reduction Ordinance, an ordinance established to have employers reduce the amount of traffic through use of TDM measures.

The first step in the process of developing a business plan is to conduct a market analysis. This involves researching the industry and the target market to determine the size, growth, and competition.

Next, you need to develop a marketing strategy. This involves determining how you will reach your target market and how you will differentiate your business from the competition.

Once you have a marketing strategy, you need to develop a financial plan. This involves determining how much capital you need to start your business and how you will generate revenue.

Finally, you need to develop an operational plan. This involves determining how you will manage your business on a day-to-day basis, including hiring, training, and managing your employees.

Once you have developed all four plans, you can combine them into a single business plan. This document will serve as a roadmap for your business and will be essential for securing financing.

Writing a business plan is a time-consuming process, but it is essential for the success of your business. By taking the time to develop a thorough business plan, you can increase your chances of success and avoid many of the common pitfalls of starting a business.

There are many resources available to help you with the business plan writing process. These include books, articles, and online tools. You can also hire a professional business plan writer if you need more assistance.

Remember, a business plan is a living document that should be updated regularly as your business grows and changes. It is a tool that can help you stay on track and achieve your business goals.

With a solid business plan in place, you can confidently move forward with your business and work towards your dreams of success.

Good luck with your business plan writing process, and remember to stay focused and motivated throughout the journey.

Finally, don't forget to celebrate your achievements along the way. Every step you take towards your business goals is a success, and it's important to acknowledge and reward yourself for your hard work.

With determination and a solid business plan, you can turn your business dreams into reality. Good luck!

Remember, the business plan is your best friend. It will guide you through the challenges of starting a business and help you stay on track towards your goals.

So, take the time to develop a thorough business plan, and you'll be well on your way to achieving your business dreams.

Good luck with your business plan writing process, and remember to stay focused and motivated throughout the journey.

Public Facilities

Introduction

The Public Facilities section provides for the public buildings, structures and grounds to meet the needs of the community. It includes schools, parks, libraries, civic buildings, fire stations, social service centers, distribution systems for water and electrical power and collection systems for sanitary sewers and storm drainage.

Background

Issues and Problems

1. How to obtain more efficient use of existing public facilities, particularly those which have potential for multiple usage.
2. Developing additional public facilities may imply removal of more land from the tax rolls in a city where more than half the total land area does not produce property tax revenue.
3. How to overcome the problem of static public facilities in the face of dynamic population and development trends.
4. Determining level of public investment in community facilities which yield non-tangible benefits, yet are important to quality of life in the City.
5. Much of the City's public utility systems are old and, therefore, are in need of continuing replacement and improvement.
6. Provision of regional facilities at local expense.

Opportunities

1. Community Development Block Grant funds are available for acquisition and development of public facilities.
2. Many public facilities have the potential for additional usage.
3. Additional park facilities could be developed on publicly owned vacant land. This would not require the removal of more land from the tax rolls.
4. Well maintained public facilities promote civic pride and encourage their use.

PUBLIC FACILITIES MAP

Existing Proposed

ES

ES

Elementary School

JH

JH

Junior High School

HS

High School

JC

Junior College

UN

University

Existing

Proposed

▲

△

Library

●

●

Cultural Center

■

○

Fire Station

◆

□

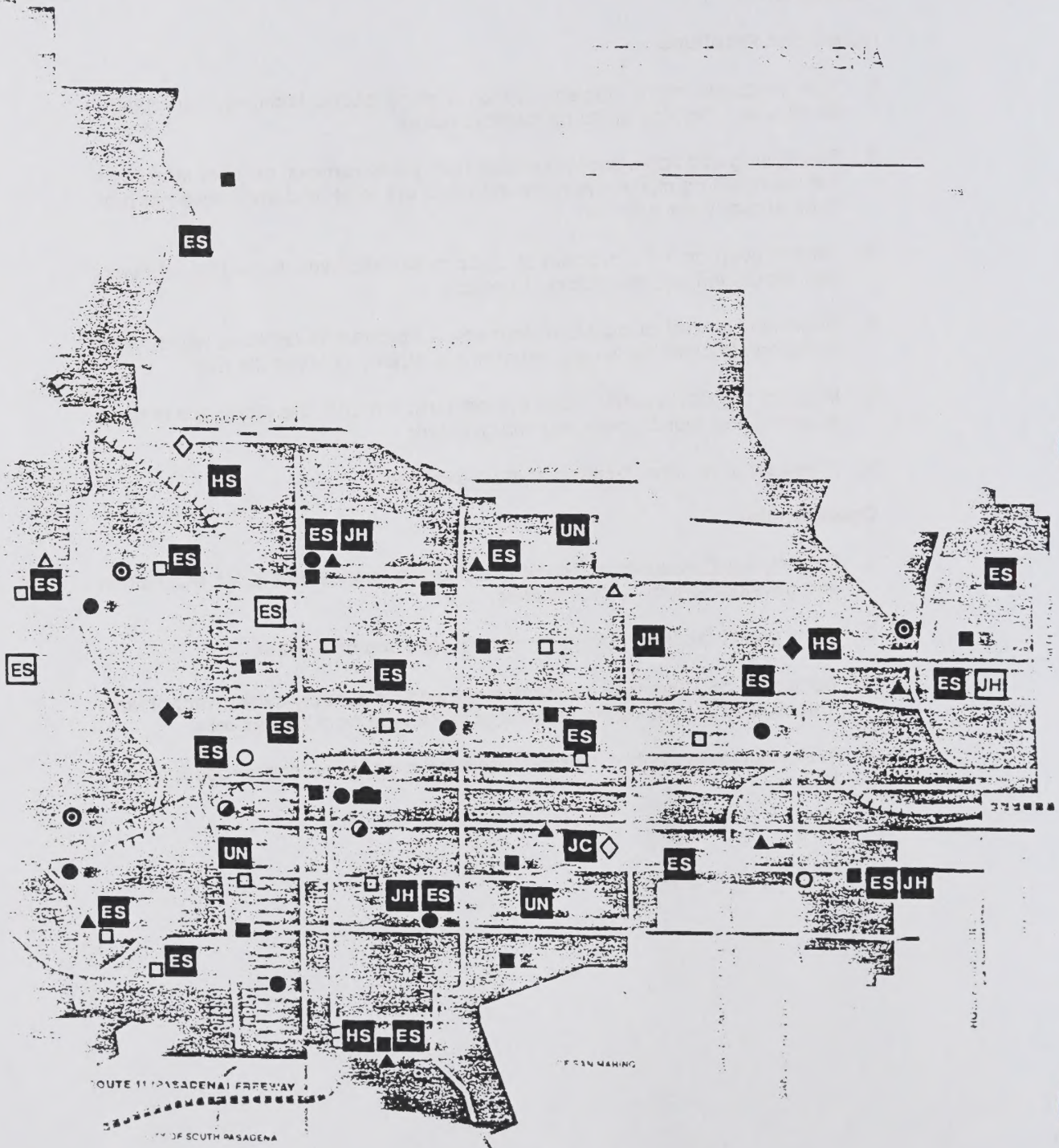
Neighborhood Park

⊙

◇

Community Park

Golf Course



Public Facilities

GOALS AND OBJECTIVES

Goal:

The continued provision of a high level of public services which adds to the quality of life in the City and increases its attractiveness.

Objectives:

1. A high level of public services at minimum costs.
2. More efficient development and utilization of public facilities.
3. Provision of private recreational facilities in new residential and commercial developments.
4. Long range planning of public utilities to enable the City to take advantage of new energy options or participate in regional resource development programs.
5. High level of maintenance of existing facilities.
6. A high level of design quality in all public buildings, streets and open spaces.

Public Facilities

IMPLEMENTATION STRATEGIES AND POLICIES

Strategy 100.0:

Integration of public facilities planning with staged development strategy and policies.

Policies:

- 101.0 Development of capital facilities shall be closely coordinated with land use management strategy. Primary development areas shall have highest priority for capital improvements that induce and support development.
- 102.0 New capital improvements in areas designated as being already developed to its ultimate capacity shall be limited to those facilities which improve the quality and function of residential neighborhoods and the level of City services to these areas.

Program:

Capital Improvements Programming

Strategy 200.0:

Delivery of a high level of public services as means of maintaining or improving the City's urban environment and raising the quality of life for its residents.

Policies:

- 201.0 Decentralization of those services which can be improved by making them more accessible to residents.
- 202.0 A high level of public service through more efficient management and greater work productivity.
- 203.0 Expanded participation of tax-exempt organizations in the cost of providing public services.
- 204.0 Continued search for opportunities to provide for the City's water and electrical energy needs at the lowest possible per unit cost.

Programs:

- 200.1 Neighborhood Centers Program.
- 200.2 Operations Improvement Program to increase efficiency and productivity.
- 200.3 Feasibility study into expanding the concept of direct user charges for services rendered to relieve burden on property tax.

References:

"Annual City Budget for Fiscal Year 1976", City of Pasadena, Calif. - July, 1975.

Annual reports published by Water and Power, Fire, and Library Departments.

Historic and Cultural Resources

Introduction

Historic and cultural preservation represents a responsibility of the present generation to maintain unique and significant structures and areas established in the past for the use, edification, and enjoyment of future generations. Pasadena, because of its rich history and legacy of architecturally significant buildings, has a particularly handsome endowment to protect and retain. The Historic and Cultural Preservation Element seeks to identify and protect areas, sites and structures having architectural, historical or cultural significance and to reaffirm their continuing value as a resource contributing to the vitality and diversity of the present. To insure that the concerns of this element not be isolated from the concerns of other elements to which it is so clearly related — urban design, neighborhood enhancement, circulation, zoning, land use, conservation — and to eliminate the possibility of conflict and contradiction among the various elements, concerns of this element shall be cross-referenced to pertinent sections of the other elements.

Background

Issues and Problems

1. Efforts to preserve and protect historic and cultural landmarks have been hindered by the following:
 - a. Their location in transitional areas
 - b. Development pressures on their sites
 - c. Lack of effective response to impending loss of landmarks
 - d. Disincentives built into existing codes and policies that discourage continued use of older buildings
 - e. Failure to develop programs to take advantage of funding sources
2. Maintenance of the character and integrity of existing historic and cultural buildings, streets and districts.
3. Determination of an equitable distribution of the costs and responsibilities for historic and cultural preservation.
4. Conflict between economic development and historic preservation.
5. Historic preservation versus building and safety code requirements.
6. Failure of government to recognize historic and cultural assets and the assumption that age alone is a factor in the determination of blight.

Historic and Cultural Resources

Opportunities

1. The preservation of Pasadena's unique cultural and historically significant buildings, streets and districts can be aided by increased concern and changing attitudes which grasp the necessity of making use of these no longer expendable resources. These resources represent a key factor in relating Pasadena's future economic and social well-being to its roots in the past.
2. Pasadena is actively pursuing a historic preservation program through its Cultural Heritage Committee.
3. Reflecting a national mood, potential resources for historic preservation have become increasingly available.
4. Promising new legislation and innovative concepts, such as Transfer of Development Rights and Tax Incentive Programs provide precedent and guides which could be utilized to preserve historic and culturally significant buildings and districts.
5. Use of older buildings may not only offer cultural heritage advantages, but also economic benefits due to increasing new construction costs.
6. Cultural heritage can increase community appeal and stabilize property values.

Goals and Objectives

Goal:

Preservation and enhancement of the City's cultural and historic buildings, streets and districts, not merely as gentle reminders of a pleasant past but also as relevant and unique alternatives for the present and the future — a source of community identity, social, ecological and economic vitality.

Objectives:

1. Identification, maintenance and protection of buildings, streets or districts having historic and cultural significance.
2. A program of public awareness and support for historic and cultural preservation as a key to Pasadena's uniqueness and future economic vitality.
3. A positive philosophy of preservation as a valid and necessary component in every phase of governmental decision making.
4. Relating new development to existing environment in scale, material and character so that Pasadena's inherent human scale, visual and functional diversity may be maintained and enhanced.

Historic and Cultural Resources

IMPLEMENTATION STRATEGIES AND POLICIES

Strategy:

Establishment of an equitable process for maintaining and perpetuating historical and cultural landmarks through a combination of public and private efforts.

Policies:

1. Private preservation and restoration efforts shall be encouraged and facilitated, and incentive programs to further such efforts shall be studied and developed.
2. Cultural and historic preservation at the neighborhood level shall ensure the opportunity for the full range of citizen participation and relate the intent of preservation activities to local cultural diversity.
3. The City will act as a resource of last resort when all other options and opportunities for preservation have been exhausted, if the landmark in question is deemed to have sufficient historic or cultural significance to warrant City intervention.
4. Where restrictions on permitted uses make it unlikely that worthy structures can be preserved, such restrictions may be relaxed, particularly if the proposed use would not adversely affect surrounding properties.

Programs:

1. Adoption of a strong Cultural Heritage Ordinance.
2. Identification of significant buildings, streets and districts.
3. Development of an educational program in cultural heritage, drawing on and supplementing school programs, expanding contact with historical experience throughout the community and region.
4. Establishment of an information exchange network coordinated by the Historic Preservation Officer.
5. Development of historic preservation overlay zone.
6. Utilization of the redevelopment agency as a vehicle for preservation activity. The agency is currently empowered to acquire, hold, restore, and resell buildings.
7. Creation of a rehabilitation loan program.
8. Develop programs in the areas of tax relief, transfer of development rights, and building code relaxation, as these apply to historic buildings and districts.
9. Establishment of a program to relocate reusable older buildings from or into redevelopment projects as a means of historic preservation.

Historic and Cultural Resources

References:

"The California Historic Preservation Plan, Vols. 1-3", State of California, The Resources Agency, Department of Parks and Recreation, (Sacramento, 1975).

"Historic Preservation in California: A Legal Handbook", Grady Gammage, Jr., Philip N. Jones, Stephen L. Jones, Stanford Environmental Law Society and The National Trust for Historic Preservation, The Leland Stanford University Press, 1975.

"What Time is this Place", Kevin Lynch, MIT Press, (Cambridge, Mass. - 1972).

"California Design 1910", Tim Anderson, Eudorah Moore and Robert Winter (editors), California Design Publication, (Pasadena, 1974).

"Historic Preservation Today," Essays presented to the Seminar on Preservation and Restoration at Williamsburg, Sept. - 1963. University of Virginia Press, (Charlottesville, 1966).

"Old Glory: A Pictorial Report on the Grass Roots History Movement", Warner Paperback Library, 1973.

"The Presence of the Past: A History of the Preservation Movement in the United States before Williamsburg", Putnam, (New York, 1965).

"The Death and Life of Great American Cities", Jane Jacobs, Random House, (New York, 1961).

"Historic Preservation in Inner City Areas: A Manual of Practice", Allegheny Press, (Pittsburg, 1971).

"With Heritage So Rich", U.S. Conference of Mayors, Random House, (New York, 1966).

Cultural and Recreational

Introduction

The Cultural and Recreational Element represents an important step in the City's continuing efforts to enhance the public's ability and opportunities to enjoy the arts and recreation in Pasadena. The Element stresses the importance of the City forming a partnership with private and other public entities which have resources that complement the arts and recreation which are owned or controlled by the City itself. The Element is intended to serve as a mechanism for integrating these resources in order to provide better facilities and improved services to the public related to the arts and recreation.

While some issues related to such efforts have been addressed in other elements of the General Plan, this new element will provide the basic framework for future planning in connection with these efforts and is coordinated with other elements.

Background

The following issues and problems relating to the arts and recreation have been identified:

1. Lack of available land to expand facilities.
2. The prospect of a reduction of funds available for the arts and recreation in face of a growing demand by the public for access to facilities and services which provide opportunities for the enjoyment of the arts and recreation.
3. Lack of coordination among providers, both public and private, of facilities and services which relate to the arts and recreation.
4. Absence of a focal point in the City's organizational structure for community input concerning the arts.
5. The possibility that increased user fees may cause a reduction in public use of facilities and services related to the arts and recreation.
6. Limited availability of adequately designed or located facilities.
7. Lack of demographic information and other information concerning the public's use of facilities and its participation in programs which relate to the arts and recreation in order to plan for the optimum provision of such facilities and programs.
8. The possible public perception that facilities and program relating to the arts are a luxury.
9. The possibility that the City needs to play a more active role in supporting the arts.

However, the following opportunities are present:

1. Many public, private and school facilities exist which have potential for use and enjoyment by the public in connection with the arts and recreation, if appropriate, joint use and cooperative agreements are made.
2. Increased exposure of the young to Pasadena's unique cultural and recreational resources can serve to develop understanding and appreciation of them and build future audiences and participants.

Cultural and Recreational

Background

3. Pasadena's extensive cultural and recreational resources can be exploited to attract businesses and residents to the city.
4. There is a growing awareness of the importance of the arts and recreation as contributors to approving the quality of life.
5. Pasadena's tradition of volunteerism is a valuable resource to supplement limited financial resources in both recreation and in the arts.

Cultural and Recreational

Parks and Recreation

Goals and Objectives

Goal 1.0:

Provision of a wide range of recreational facilities and services as a means of improving the quality of life for all Pasadena residents.

Objectives:

- 1.1** Increased emphasis on the arts in planning for, and the provision of recreational facilities and service.
- 1.2** Broadened participation by the community in the planning and delivery of recreational services.
- 1.3** Encourage the expanded use of private resources and resources owned or controlled by public entities other than the City which are suitable for recreational purposes.
- 1.4** A systematic assessment of recreational facility needs and preferences in recreational programming.
- 1.5** Optimum use of existing recreational facilities wherever possible.
- 1.6** Adequate financial support for recreational services.

IMPLEMENTATION STRATEGIES, POLICIES AND PROGRAMS

Strategy 100.0:

Expansion of cultural opportunities in recreational programming.

Policy:

101.0 The City shall seek to include a wide variety of quality cultural activities in its recreation programs.

Programs:

101.1 Expanded arts-in-the-parks programs.

101.2 Cooperative arrangements for use of cultural resources outside Pasadena.

101.3 Programs which would enable Pasadenans to participate in activities that take into account and reflect the diversity of their heritage and customs.

101.4 Cooperative educational cultural programs enlisting the aid of public and private institutions.

101.5 Designation of a staff individual in the Community and Recreation Services Department who would have the prime responsibility for implementing activities related to recreational arts programming.

101.6 Utilization of local as well as imported talent for cultural programs.

101.7 Establishment of a standing Sub-Committee of the Parks and Recreation Commission to make recommendations on matters concerning arts in recreation.

Strategy 200.0

Implementation of a continuing process for systematically assessing the need for existing and additional recreational facilities and services and evaluating quality of existing facilities and services.

Policy:

201.0 The planning and delivery of recreational services is to be continuing process which takes into consideration the desires of the public concerning such services and which reviews and evaluates the success of, and continued need for, existing programs and the need for new programs.

Programs:

201.1 Use of public hearings, preference surveys or other means to determine the need for, and the public's views concerning the desirability of, existing and proposed recreational facilities and programs.

201.2 Use of census and other data to determine relevant demographic, social and economic trends as they relate to planning for the provision of recreational facilities and services.

IMPLEMENTATION STRATEGIES, POLICIES AND PROGRAMS

- 201.3** Review and evaluation of existing City recreational facilities and services to determine the numbers of persons who directly use or benefit from the resources as a function of the cost of providing the facilities and services and the extent to which they meet the community's recreational needs.
- 201.4** Identification of alternatives to existing recreational facilities and services, as may be appropriate, including those available in the private sector, which sector, can meet recreational and cultural needs at a lower cost or with greater efficiency.
- 201.5** Identification of recreational resources which are presently not being utilized, or are underutilized, for recreational purposes.

Strategy 300.0

To supplement City and private funding of recreational services with new sources of revenue.

Policy:

- 301.0** The City shall pursue potential funding sources to support the development, operation and maintenance of recreational facilities and programs.

Programs:

- 301.1** Investigation of opportunities for raising fees or imposing fees for programs which are currently free, where such fees, consistent with applicable law, would not significantly preclude participation by lower income groups.
- 301.2** Rendering of assistance to, and encouragement of, fund raising activities for support of the City's recreational programs by private persons, foundations and other private or public organizations.
- 301.3** Identification of Federal, State and other governmental sources of funds for recreational purposes and the making of applications to secure such funds.

Strategy 400.0

Greater use of all available resources for recreational purposes.

Policy:

- 401.0** The City shall actively seek the cooperation of private and other public entities in order to maximize and improve the recreational opportunities which are available to the public.

Programs:

- 401.1** Incentives which encourage recreational amenities in new development.
- 401.2** Joint public and private fund raising efforts for recreational purposes.
- 401.3** Encouragement of commercial recreation facilities which are consistent with the overall recreation goals of the City.

IMPLEMENTATION STRATEGIES, POLICIES AND PROGRAMS

- 401.4** Joint-use arrangements with the local or non-local institution, organization or agency most suited to provide a specific facility or service.
- 401.5** Contracting for services when they can be provided in a more cost-effective manner and at an acceptable quality of service.
- 401.6** Use of neighborhood organizations and residents on a volunteer basis and unemployed youth when reasonably possible in providing recreational services.
- 401.7** Programs which give public recognition to volunteers and philanthropic organizations which provide recreational facilities and services which benefit the public.
- 401.8** Establishment of communication links between the providers of cultural and recreational facilities and services.
- 401.9** Incentives for businesses and other organizations to donate or lease land, equipment, staff or facilities to organizations which offer recreational facilities or services the public.
- 401.10** Study the feasibility of requiring that new commercial development within the City provide recreational facilities insofar as such facilities are consistent with City zoning and subdivision ordinances.

Strategy 500.0

Development of plans to derive optimum community benefit from all of its available recreational assets.

Policy:

- 501.0** Priority effort is to be given to expanding the use of existing facilities through improved publicity, programming and joint-use arrangements.

Programs:

- 501.1** Cooperative arrangements between the City and private and other public entities which would make it possible to use existing public and private facilities for recreational purposes in addition to any other purpose for which they may be intended.
- 501.2** Development of a long range master plan, including capital improvement, program development and facility improvement recommendations and financing.
- 501.3** Consider the feasibility and desirability of expanded hours of use of existing facilities for recreational purposes.
- 501.4** Work with providers of public transportation to expand their services to provide greater access by the public to recreational facilities.

Cultural and Recreational

The Arts

Goals and Objectives

Goal 1.0:

Recognition of the performing and fine arts as a profession, separate from recreational art programs, as essential to human needs and which enhance the City's physical beauty and quality of life.

Objectives:

- 1.1 City commitment to its arts in cooperation with the private sector.
- 1.2 Encourage financial support for the arts.
- 1.3 Enhancement of Pasadena's position as a leader in the arts in Southern California and its recognition nationally as a city devoted to arts institutions of superior quality.

IMPLEMENTATION STRATEGIES, POLICIES AND PROGRAMS

Strategy 100.0

Establishment of an organizational mechanism for advising the City on matters concerning the arts.

Programs:

- 101.1** The City shall, from time to time, call upon a Mayor's Advisory Committee or Committees to provide advice to the Board of Directors on appropriate local and regional issues relating to the performing and fine arts.
- 101.2** The Parks and Recreation Commission shall be responsible for advising the Board of Directors with respect to recreational arts and shall have at least two members who will represent the arts.

Strategy 200.0

To achieve greater use by the public of all available arts resources.

Policy:

- 201.0** The City shall encourage private persons and organizations and other public entities to provide and support cultural activities, directly and cooperatively with the City, which are of interest and benefit to the public.

Programs:

- 201.1** Incentives which encourage art in new developments.
- 201.2** Incentives for businesses to donate or lease land, equipment, staff or facilities to cultural organizations.
- 201.3** Temporary display and/or permanent installation of art in public spaces.
- 201.4** A cooperative relationship between artists, the private sector, arts institutions and other organizations in order to make existing private and public facilities available for use in connection with the arts, notwithstanding any other intended use.
- 201.5** Better communication between art institutions and organizations with City decision-making bodies and agencies.
- 201.6** Expansion of the City's role as a supporter of the arts.
- 201.7** Assist in coordinating the activities of those who render services related to the arts with the arts, needs and desires of the community-at-large.
- 201.8** Public recognition of those who create and support the arts in Pasadena, including institutions, organizations, businesses and individuals.
- 201.9** Provisions for the arts and other cultural resources in new commercial development within the City, insofar as such provision would be consistent with the City's zoning and subdivision ordinances.

Cultural and Recreational

IMPLEMENTATION STRATEGIES, POLICIES AND PROGRAMS

Strategy 300.0

To facilitate adequate financial support for the arts.

Policy:

301.0 The City shall pursue funding sources to assist in support of the arts where such support would further the arts objectives of the City.

Programs:

301.1 Public and private fund raising efforts.

301.2 Explore the economical benefits that flow to the City through the arts and ways to return a portion of those benefits to the community through support of local arts institutions and organizations.

301.3 Assist in securing funds available for the arts from State and Federal sources.

References

Background Report-Cultural and Recreational Element of the Comprehensive General Plan, Pasadena Planning Department, November, 1982.



COMPREHENSIVE GENERAL PLAN

SOCIAL AND ECONOMIC DEVELOPMENT

ELEMENTS:

ECONOMIC DEVELOPMENT AND EMPLOYMENT SOCIAL

Reprinted, September, 1987

Social and Economic Development

This section of the General Plan deals with the human and economic aspects of urban activity, as opposed to other elements in the Plan which are more directly related to the physical environment in which these activities take place. These elements focus on the need to retain a healthy and viable social and economic climate in the City.

The Economic Development section addresses the various urban functions and activities which comprise the City's economic base. It is this base which produces the resources and opportunities for the continued health and viability of the City. The Social section, on the other hand, is a response to the growing concern over the problem of meeting human needs and the integration of social concerns into the comprehensive planning process. Its principal objectives are to define the City's role and responsibilities and to provide guidelines in the areas of social planning and delivery of social services. The Employment section approaches the employment problem both from the aspect of creating new job opportunities and the need to train persons with marketable skills together with an equal opportunity concept that will insure a strong and well balanced community.

These sections provide major policy inputs into the physical development process and serve as basic components of community development.

Adoption Dates

Economic
Employment
Social

February 17, 1976
(Resolution No. 2647-2)

Economic and Employment

December 18, 1984
(Resolution No. 5253)

Economic Development and Employment

Issues

The following section discusses the major economic development and employment concerns facing the City. It also identifies the trends that will influence the key decisions that the City must make to provide direction for future economic development and employment planning efforts.

Land

Land represents a primary resource for economic development. Without this resource, economic development and/or expansion is severely constrained, limiting opportunities for private investment, business and employment. Therefore, land has been identified as a major economic development issue for Pasadena.

One of the most serious constraints pertaining to future economic development in Pasadena is the limited amount of vacant, suitable land for expansion or development. While many small vacant parcels can be found in the City, they are not suitable for development due to such factors as size, shape and location. As might be expected, the limited supply of land, in conjunction with strong demand, has led to price increases, particularly in the past five years. Land prices have risen so sharply that, in most cases, only commercial development can support these prices. In addition to its cost, the difficulty in assembling land for economic development is further compounded by small parcel sizes and fragmented ownership. In spite of these problems, the demand for land is strong, and its limited supply will ensure its ever increasing price. Higher land prices will essentially dictate commercial development rather than industrial development, since the latter, in general, cannot support current land prices, or anticipated increases in land costs. Nevertheless, retention of existing industrial firms, as well as facilitating their expansion, should be a high priority.

On the positive side, there are two opportunities or advantages related to land in Pasadena. The first advantage deals with land prices. Although industrial land is more expensive compared to competing areas in the metropolitan region, commercial land is relatively cheap, especially for office space. This price advantage, in part, accounts for the interest in office development within the City. The second advantage that the City has in addressing land problems is the availability of a redevelopment program. The redevelopment process can provide public assistance for facilitating or stimulating economic development through land acquisition, assemblage and, in some cases, write-down.

The basic land related issues for the City are whether it should intervene in the market place to make land available for development and if so, for what objectives or purposes. Through its redevelopment powers, the City has the ability to acquire and assemble land for development. In addition, it may, in some cases, also underwrite the cost of land, thereby improving development feasibility. The questions are under what circumstances and for what kinds of development should the City exercise its redevelopment powers and in what situations should it write down land costs.

The answers to these questions are tied to several factors. These include the City's economic development objectives, the degree to which a proposed development meets the City's economic development and employment needs and priorities and development feasibility without City assistance. Of these factors the City's economic development objectives would appear to be the most important. A threshold question would then be, "Does the development project for which the City is being asked to exercise its redevelopment powers help to achieve these objectives?" It also points out the need for the City to establish *clear, concise and explicit economic development objectives*, including a clear policy relative to use of the powers of eminent domain.

Economic Development and Employment

The City can also intervene in the market place through its regulatory powers. It can determine what kinds of uses can be developed at certain locations. These powers can also be used to promote certain land uses by restricting other competing land uses, e.g., limiting industrial zones to industrial uses only. In this manner, the City can use its regulatory powers to encourage those land uses at those locations where it feels will help to achieve its economic development objectives.

Given current development trends and land prices, it would appear that without City intervention the private market will continue to develop commercial uses, primarily office space, and that industrial land uses will continue to decline. The decision to intervene in the market place with either or both of the aforementioned City powers would rest on the determination of whether these trends are consistent with the City's objectives.

Employment

There is a significant employment base within the City that represents a substantial number of employment opportunities. However, long term shifts in the types of jobs have occurred which affects the labor force. While there has been an increase in the total of number of jobs, they have been mostly concentrated in the services industries which, for the most part, created new employment opportunities in the white collar occupations. However, the overall increase in jobs has masked a decrease in manufacturing employment. Manufacturing employment has been in a long term decline in Pasadena and given this trend, local blue collar workers cannot expect to find additional employment opportunities within the City. Moreover, it will prove difficult to conserve the existing manufacturing jobs, due to lack of industrial land in the City. However, numerous blue collar opportunities can be found in nearby communities, particularly in the San Gabriel Valley, Burbank and Glendale, where collectively, there are at least ten times more manufacturing jobs than in the City. It should be noted that even these employment opportunities, which presently seem so numerous, will probably decrease in the future.

Local employment diversity, as a result of the long term shifts, will diminish as already evidenced by the growing concentration of employment in the service industries.

The above trend does not bode well for those workers with lower educational attainment and low skill levels. These workers, which include a disproportionate number of minority group members, will find it difficult to obtain or transition into future employment opportunities unless adequate education and training are provided to ensure their competitiveness. Still, not all jobs in the service industry require high skills. Many employment opportunities are provided in the labor intensive lodging, eating and health services for those with low skills.

Another employment concern is the mismatch between the skill requirements of existing and future jobs and the skill levels of the under employed and unemployed. It may not be possible or desirable to create jobs for existing skill levels. It may be more desirable to raise or instill skill levels to meet the needs of existing and future jobs, since inadequate skills are a major barrier to employment.

Economic Development and Employment

The long term growth in service industries is expected to provide additional white collar employment opportunities, especially technical occupations related to electronic data processing, telecommunications and automated processes. This type of employment will require more education and technical skills than is normally associated with manufacturing employment. These problems involving employment skills present opportunities for coordinating appropriate education and training programs. These opportunities can be identified in dialogue with private sector to identify existing and future employment needs and their skill requirements.

The coordination of education programs, primarily for school age persons, with training programs oriented to post-high school individuals can provide the unemployed portion of the labor force with marketable skills which can be used to seek employment in the City or in the region.

Employment opportunities in the City will continue to increase primarily due to the development of new office space. In addition to this direct employment, indirect employment will result from stimulation of the local economy through business purchases of goods and services from other businesses.

Office development not only impacts employment, directly and indirectly, but creates related employment opportunities. There are complementary relationships between office space, restaurants and shopping facilities. Eating and shopping facilities complement office employee needs and desires, which in turn expands employment opportunities for low and semi-skilled workers in non-manufacturing industries.

There are several employment related choices facing the City:

1. Should the City attempt to attract jobs that match the skill levels of its unemployed or underemployed residents or should it attempt to raise their skill levels to meet the requirements of a changing economy?
2. Should the City attempt to meet the employment needs of its residents through the creation of job opportunities within the City, or should it assist in providing the means for residents to find jobs wherever they might be found?
3. If a purpose of local economic development is to create job opportunities for City residents, what can be done to increase the percentage of such jobs filled by the resident labor force?
4. With cutbacks in federal job training programs, community college budgets and other sources of skills development programs, what opportunities are available to train or retain the City's unemployed and underemployed for jobs in a changing economy?
5. Should the creation of jobs be cited as a justification for economic development when up to 80 percent of the jobs being created go to non-Pasadena residents?

Economic Development and Employment

Jobs to Match Skills or Skills to Match Jobs

There are several factors which suggest that raising the skill levels of the unemployed and underemployed to meet the requirements of current and future job market would be more effective than attempting to attract the kinds of jobs which match their current skill levels. First, as mentioned earlier, land prices have all but precluded the possibility of additional manufacturing or industrial development which offer these kinds of jobs. Secondly, even if the City was successful in attracting such jobs, long range trends indicate that these jobs may eventually disappear from the United States. Finally, tailoring the City's economic development efforts to attract developments which provide blue collar employment opportunities for low and semi-skilled persons, while meeting their immediate needs, would not be in their long term interests.

Local Versus Regional Job Opportunities

Given the fact that there are at least ten times the number of blue collar employment opportunities in the surrounding communities as are found in Pasadena, it would be unreasonable to attempt to meet the employment needs of blue collar workers entirely within the City. In a metropolitan area with the number and diversity of employment centers, it cannot be expected that one community would be able to address all of its employment needs within its borders. Over the period of years certain communities have evolved into particular types of employment centers. For instance, cities like El Monte, Monrovia and Burbank have become primarily manufacturing and industrial centers with little office development, while cities like Pasadena and certain parts of Los Angeles (Westwood, Wilshire Corridor and Century City) have become centers for office employment. Inasmuch as Pasadena imports most of its white collar labor force from outside the community, it would not be unreasonable to export its blue collar labor force to other communities which offer these types of job opportunities.

Efforts to improve accessibility to these jobs could include solving any transportation barriers and closer monitoring of employment opportunities in these other communities by local employment agencies.

Improved Representation of Local Labor Force in Local Jobs

There are two basic methods of expanding the percentage of local jobs that are filled with local labor force. The first is a program designed to enhance the chances of local workers to fill local job opportunities as they become available. This would include job training, close monitoring of employment needs and job openings and active promotion of the local labor force. While the City can encourage local employers to hire residents, requiring them to hire a certain percentage of local workers as a condition of approval for new developments may not only be unenforceable but would put the City in an uncompetitive situation. A more positive approach would be for the City to have the capability to offer a prospective employer a pool of potential employees trained to meet his or her needs.

The second approach might be to expand housing opportunities, particularly affordable housing, so that more of the local workers can become residents of the City and part of the local labor force.

However, it should be noted that given the metropolitan relationship described earlier, residential preferences and the general pattern of job mobility, it would be unreasonable to expect a significant increase in the percentage of locally-employed residents.

Economic Development and Employment

Alternative Opportunities for Job Training

This is, perhaps, the most difficult employment issue to address in today's economic and political climate. With the loss of traditional resources for job training programs in the face of growing needs, the problem of adapting the local labor force to meet the requirements of a changing economy may soon reach crisis proportions. It is evident that even with a turn around in the economy, some jobs will never return. Job skills obsolescence rather than the lack of jobs appears to be the critical employment issue of the day.

With the shrinking resources, local government and educational agencies must look at closer coordination and sharing of resources if they are to meet the challenge of training or retraining the labor force for a changing economy. The Skills Community Training Center is an example of this coordination, but this concept needs to be expanded to include private sector participation, inasmuch as they have a vested interest in having a skilled workforce trained to meet their needs (e.g., PCC "contract training" for employers).

The private sector can play a more active role in job training. In other parts of the country, it has either undertaken job training programs on its own without government assistance or has contracted with educational institutions (see above), governmental and non-profit agencies to carry out job training programs with a guarantee that graduates would be hired.

Jobs from Economic Development Versus Jobs for Pasadena Residents

This issue is somewhat tied to the issue of increasing resident labor force participation in the local job picture. While it may appear that local economic development efforts are not being directed toward meeting the job needs of the City residents, one must assume a regional perspective. Given the interdependence of cities within the Los Angeles metropolitan area, it is not possible nor even desirable that each community become insular and attempt to meet its individual job needs within its borders.

While it is true that the great majority of jobs being created by current economic development efforts are going to non-Pasadena residents, by the same token, other communities are providing jobs for Pasadena residents, as is pointed out by the 1980 census finding that 56% of the local labor force work outside the City. Still, in view of the fact that Pasadena is "importing" ever greater number of employees, it is not unreasonable to seek somewhat improved performance in that regard. A greater percentage of jobs held by resident labor force would result in less traffic congestion and greater sense of community. From the employer's standpoint it would mean less absenteeism and possibly greater employee performance and productivity.

City Revenues from Economic Development

The retail sales tax has become the major source of revenue to the City since the passage of Proposition 13 in 1978, when revenues from the property tax were reduced by 60%. However, from 1975 to 1980, Pasadena's taxable retail sales did not increase as rapidly as in the State, County and the adjacent cities of Glendale and Arcadia. The development of new regional shopping facilities in these adjoining cities accounted for substantial increases in their retail sales, and to a relative decline in Pasadena's retail sales. With the opening of the Plaza Pasadena in 1980, the City has recaptured a portion of the retail sales, along with their corresponding revenues previously lost to adjacent communities.

Economic Development and Employment

It is unlikely, however, that the City can totally regain the sales and revenues from the market share it enjoyed in the early 1970's, partly because Pasadena's trade area has been reduced by the competing centers. In addition, these major shopping facilities are generally anchored by the same chain stores, so that no shopping center has gained an appreciable marketing advantage over the others. However, it should be noted that Pasadena's facilities are significantly smaller than the other two. The new facilities, by and large, have stabilized trade area boundaries related to the three cities and surrounding environs, although Pasadena is still subject to additional competition from the south. Of greater importance is the projection for very little population growth for Pasadena's trade area. Therefore, future increases in Pasadena's retail sales revenue are expected to be relatively modest.

There are several opportunities, however, for stimulating additional retail sales tax revenues. The City could capitalize on the dynamic growth experienced in the auto dealers and restaurant trade categories. Auto dealers contributed more new revenues than any other sector between 1975 and 1981. While this business may continue to be a significant source of revenue, it is doubtful that its full revenue-producing potential can be attained without first resolving its expansion needs. Revenues from restaurant trade activity grew substantially during the same period. This can be further enhanced by encouraging office development and travel/tourism.

Pasadena's growing travel/tourism industry presents another opportunity to generate additional revenue. Increased promotional efforts could attract more visitors and tourists which support shopping, eating and lodging facilities. This would generate additional revenues through retail sales and transit occupancy taxes. The latter tax is directly related to tourism/travel activity and accounted for \$1.5 million of revenue in fiscal year 1982. Its full potential is currently limited by the lack of adequate hotel accommodations and a market for additional hotel rooms has been identified.

There are other sources of revenues from economic development. These include the property tax, building permit and development fees, and business license and utility taxes. The City receives approximately one-sixth of the total property tax collected for each economic development project. Nearly \$415,000 in new property taxes could be anticipated during the next five years, assuming that the 3.7 million of planned/proposed office space were developed. Similarly, this same amount of office space would generate slightly more than \$4.0 million in new development fees.

It should be pointed out, however, that if a particular development occurs in a redevelopment project area, the property taxes it generates would revert to the Community Development Commission rather than the City General Fund until such time as the outstanding redevelopment bonds are retired.

The issues related to revenues generated through economic development would include:

Are the revenues generated by new development sufficient to offset the costs associated with it, i.e., is there a net benefit to the City from new developments.

Previous studies, such as the Downtown Redevelopment Project SEIR, have found that new developments more than pay their own way and represent a positive cash flow of net revenues to the City. However, it should be noted that the finding of positive net benefit is limited to fiscal impact only. Due to the impossibility of placing a monetary value on them, intangibles and unquantifiable impacts have not been included in the calculations used to arrive at the net benefit finding. These would include such factors as loss of views, increased congestion, changes in community scale, character and quality of life, and human and business displacement.

Economic Development and Employment

Inasmuch as revenues from new development are necessary to maintain a level of services to support a certain quality of life, then a certain amount of community change must be accepted. The question then becomes one of determining the point at which intangible, yet real, losses resulting from additional development begin to offset any gain in net monetary revenues. These value judgements must be taken into consideration in addressing the issue of what is the true net return to the community from new development.

How Can Pasadena's Retail Market be Expanded

There are several approaches to expanding the retail market potential of a given area. The first is through population growth. More households represent more buying power. The buying power of an area which is not growing substantially can also be increased by raising the income of residents which increases the amount of disposable income, a key indicator of potential buying power. The third is an actual expansion of the market area through the offering of specialty goods which have a drawing well beyond the limits of the "normal" market area.

The final strategy is to increase the number of potential shoppers through expanding the number of persons who come into the vicinity of retail facilities for other than shopping purposes, such as for employment or tourism.

Population Growth

The first alternative would appear to be the easiest but is limited by regional population growth trends and the availability of job opportunities, transportation networks and housing. Again, population growth, like economic development, is not without its costs. If not properly planned for and managed, the gain in buying power resulting from increased number of households may be offset by the incremental costs of servicing them.

Socioeconomic Change

Whereas the above is a quantitative approach to increasing buying power, there is also a qualitative approach. This can be accomplished by either increasing the income of present residents through improved job opportunities or by replacing lower income residents with higher income residents in a process known as gentrification. Although this process has net positive economic benefits, its social implications are open to question.

Specialty Markets

Finally, the City can expand its market area by offering specialty goods for which competitive markets are few and far between. Standard retail markets are determined by the locations of comparable retail facilities modified by market penetrations due to unique merchandise or marketing techniques. For certain merchandise lines, most notably high fashion clothing, there is a very limited number of stores serving extremely large market areas. While it is true that the market for this line of merchandise is limited, it is also growing with the general rise in affluence.

Other retail outlets which would fall into this category include antique stores, unique, one-of-a-kind gift stores, certain lines of discount clothing stores and specialty bars and restaurants.

Economic Development and Employment

Increase of Potential Shoppers

It has been shown in other economic studies that large numbers of office or other employees and tourists have a positive impact on retail sales, particularly in downtown. While these persons happen to be in downtown for other reasons or purposes, they often find shopping during lunch hour or after work a convenience and a pleasant diversion. It is particularly effective if the stores offer lines of merchandise which are not found where the employee or tourist lives.

What Are Other Potential Sources of Additional Revenues from Economic Development?

There are other sources of additional revenues from economic development, some of which have already been tapped but have the potential for further increases. Others have either not been explored or they have not proven to be politically acceptable.

The City's potential revenue raising capabilities may have improved with the Farrell Decision by the State Supreme Court. In this decision, the Court interpreted Proposition 13 as allowing local government to establish new taxes without two-thirds vote of the people, provided that they did not constitute an ad valorem tax on real property and the resulting revenues went into the General Fund rather than a special, earmarked fund. However, there is still some confusion and conflicting interpretation of this decision as to its final implications on local government's revenue-raising capabilities.

Development Impacts

One of the important issues regarding economic development concerns the effect of new development on the infrastructure and character of the City. While additional development is normally desirable in terms of modernizing, maintaining and supporting the City, its impact upon the infrastructure and character can be significant, since it places additional demand on the circulation, water, power, and sewer systems and results in major physical changes.

The City's infrastructure, with the exception of some traffic capacity problems, is thought to be adequate to service known projects, although some modifications may be required to accommodate a specific project. Over time, however, problems could evolve through the cumulative impacts of development, since the number and size of future projects are not known. This could lead to serious deficiencies that could require substantial amounts of capital improvements, potentially at City expense.

Since the City may have to share in the cost of expanding or improving the infrastructure, it should either be assured which there is adequate capacity to accommodate future development or that resources will be available to fund the needed improvements.

Of particular concern is the traffic which will be generated from new office development. If this development becomes concentrated, the additional traffic could create peak-hours congestion in certain areas of the City. A major portion of this congestion would be attributable to the 65% to 80% of the workers who will reside outside the City and will probably use the freeways and selected major arterials in their commuter trips.

Office development will also be the principal source of impact on the City's character through the demolition of existing structures and changes to the urban fabric in terms of the scale, height, mass, and materials of buildings. Unrestrained office development also raises a potential problem of excess office space. One of its consequences is potential vacancies created in older, smaller, less favorably located office buildings which are subject to predatory competition from prime office space when market imbalances occur.

Economic Development and Employment

The lowering of rents as a result of overbuilding and excess office space contributes to this competition. Vacant office space, whether in new or older buildings, is not desirable in maintaining a healthy economy. New development, particularly large scale, has tended to polarize community interests based upon perception of its impact on the City. The City needs to address the development issue by achieving community consensus which is a prime requisite for a successful economic development program. Community consensus, that is, public and private sector cooperation and the understanding of economic development goals and objectives must be achieved in order to realize the full benefit of economic development efforts.

Housing is another potential problem in that new development will place additional pressure on the housing market as employees seek residence near their jobs. This will be particularly difficult for the low to moderate income wage earners, such as clerical and other support staff, who cannot afford current housing costs except through shared living arrangements. These workers have double difficulty in that they cannot afford long distance commuting costs either.

There are several issues relative to the impacts of economic development on community infrastructure and character. Consideration of these issues is critical in determining an appropriate economic development strategy and policies for the City.

How much economic development can Pasadena absorb without losing the qualities which attract businesses and residents to it or at what point will Pasadena cease to be Pasadena and become just another faceless urban center.

There is a saturation or tipping point for economic development at which the marginal increment in additional development does not result in added net benefits to the City or the law of diminishing returns sets in. This point can either be determined by infrastructure capacity, most notably the street system, or by community consensus that the price in terms of loss of community identity and quality of life is too high to pay for the additional revenues new development would bring in. For instance, future development in the Bunker Hill Redevelopment Project Area in downtown Los Angeles is predicated on the ability of the city to come up with an alternative transportation system, as the street system in the area will soon be, if it has not already, reached its traffic handling capacity. In other cases, along the Wilshire Corridor (Park Mile) and Ventura Boulevard in Reseda, neighboring residents succeeded in placing limits on development that will make more compatible with the surrounding community. In the neighboring city of South Pasadena the residents approved a referendum to impose a similar limit on future development.

There is also the factor that the attractions and advantages which draw new developments to Pasadena, such as its identity, quality of life and relatively less congestion, may be eroded with each succeeding new development. In other words, Pasadena could strangle on its own success.

The issue may be reduced to several questions:

1. How much more development can the City absorb and yet retain the qualities which give it its special character?
2. What happens after this saturation point is reached? Should development be directed elsewhere in the City or just discouraged? How will the City obtain the additional resources to meet the rising cost of services? Is there no choice but to continue to allow development? Can a city ever have enough development?
3. How does one measure intangible values, such as loss of community identity and lowering of quality of life, against tangible benefits as jobs and revenues?

Economic Development and Employment

What is the Proper Balance Between Economic Development and Housing Needs

This issue has been brought into focus by a couple of recent zone change cases in which decisions had to be made between competing priorities of jobs and housing. In both cases, the need to make a choice was brought about by the need to create new development opportunities within limited land resources. As development continues to occur and absorb existing development opportunities, there will be added pressure to open up new areas for development. Inevitably, this will give rise to future conflicts between the competing needs of economic development and housing.

This competition for land is particularly acute because it involves the potential loss of existing housing units. These units, because of their age, condition and location within or adjacent to developing areas, are vulnerable to removal from the City housing stock. Also because of their age and condition they represent a stock of affordable housing, a commodity in short supply in the City. Because of their affordability, these units are occupied by persons who can least afford to find replacement housing, if and when they are lost for non-residential development.

Economic development also impacts the local housing market by creating additional housing demand which promotes upward pressure on prices and rents which, in turn, further aggravates the housing needs of lower-income residents. It was previously stated that one method of increasing resident labor force participation in the local job market would be to provide housing for the employees of the jobs created through the City's economic development efforts. While there would not be as much a problem to provide housing for executive, management and professional employees, developing housing that is affordable to clerical and other lower paid workers is another matter. One of the reasons for the high percentage of non-resident workers may be the lack of affordable housing opportunities for this latter group. What all of this implies is a need for balanced growth in which the City's housing needs are equally weighed against its economic development needs. It also suggests that the City needs to look beyond the jobs and revenues economic development may produce and begin to assess its total impact on the community.

Should the City attempt to regulate office development or should it allow market forces to prevail

Office development in Pasadena to date has exceeded the level projected for 1987. If left unchecked, it could be reasonably assumed that market forces will develop as much office space that the market will bear regardless of whether this amount is in the City's long term best interest. This raises questions of how much office space is in the City's best interest, where should it occur, and when should it be developed. In short, should the City attempt to control the amount, locations and timing of office space development so as to meet its needs rather than those of the marketplace.

Uncontrolled office development can lead to major problems if the infrastructure is not prepared to handle their impacts. Capital improvements and other mitigation measures should be closely coordinated with the pace of office development. Ideally, adequate capacity should be built into the appropriate systems in anticipation of future development, rather than to institute corrective measures to handle the unanticipated impacts of unplanned development.

Economic Development and Employment

Goals and Objectives

The following goals and objectives are proposed to guide the City's efforts in addressing its economic development and employment concerns with the overall aim of improving the quality of life in Pasadena. These concerns center around the three general goal categories of a sound local economy, increased City revenues and a well-employed labor force. There are obvious and important interrelationships between economic development and housing. Goals and objectives concerning housing are contained in the Housing Element of the General Plan. A goal is defined as a generalized ideal which provides a sense of direction for action. It represents an aspiration which may or may not be achievable. An objective is a more tightly defined, often quantified, target, the achievement of which is a step toward fulfillment of the goal. The goals as set forth below are not necessarily in order of priority.

Goal 1:

A sound local economy which attracts investment, increases the tax base, creates employment opportunities for Pasadena residents and generates public revenues.

Objectives:

- 1.1. Revitalization of declining commercial and industrial areas and obsolete facilities through redevelopment, rehabilitation and other available means.
- 1.2. Expanded visitor and tourism activity.
- 1.3. Increased cooperation and coordination between public and private sectors in the formulation of economic development plans and programs.
- 1.4. Adequate infrastructure capacity to support existing and new development, including closer coordination between economic development and capital improvements programming.
- 1.5. Sites for expansion of existing commercial and industrial uses and attraction of new establishments and projects.
- 1.6. Attraction of high technology industry which will enhance the local economy, support Pasadena's image as a research and development center and is consistent with structural changes occurring in the national economy.
- 1.7. The retention and expansion of small businesses.

Goal 2:

An economic strategy which balances the need for development with other City goals and objectives.

Objectives:

- 2.1. Preservation and enhancement of Pasadena's assets and character which make it attractive both as a quality residential community and as an economic investment.
- 2.2. Adaptive reuse of older commercial structures and complementary and compatible new developments of superior quality.
- 2.3. Development opportunities which result in minimal adverse impacts to the City's environment and housing supply.
- 2.4. An economic climate conducive to attracting new developments which yield net social and economic benefits to the City.
- 2.5. An equitable sharing between the public and private sectors of the full costs of public improvements and services specifically and uniquely attributable to individual new developments.

Economic Development and Employment

Goal 3:

An increased flow of public revenues accruing from economic development.

Objectives:

- 3.1.** Economic investment which results in maximum public revenues and minimum public service costs.
- 3.2.** Increased retail tax revenues through expansion of the retail tax base and/or increase in the number of potential shoppers.
- 3.3.** Increased City's share of the wealth and income generated by the regional economy.
- 3.4.** The retention and use, to the maximum extent practicable and feasible, of tax increment revenues for development activities as permitted by law.

Goal 4:

Increased opportunities for personal growth through productive and satisfying employment.

Objectives:

- 4.1.** A wide range of diversified employment opportunities for Pasadena residents including employment fields, job categories, required training and skill levels.
- 4.2.** Removal of impediments to gainful employment such as lack of transportation, training, job information and child care.
- 4.3.** Greater coordination between existing and future employment needs, educational curricula and job training programs.
- 4.4.** A trained labor pool designed around the needs of an information and service-based economy.

Goal 5:

Sustained reduction in the City's unemployment rate, particularly among minorities and the disadvantaged.

Objectives:

- 5.1.** Elimination of all forms of unlawful discrimination employment practices.
- 5.2.** Wide dissemination of information on regional job opportunities for semi-skilled and unskilled workers.
- 5.3.** Effective outreach into communities of high unemployment by job training, referral and placement programs.
- 5.4.** Employment opportunities for residents of impacted neighborhoods.
- 5.5.** Greater use of resources generated from economic development to support job training, referral and placement programs.
- 5.6.** Retention of existing employment opportunities in the City for semi-skilled and unskilled workers.

Economic Development and Employment

General Implementation Concepts

Economic Development

The classical definition of economic development is the sustained increase in the output of goods and services, brought about by increases in the productivity or quantity of the three factors of production: land, labor and capital. However, as applied to urban economic development, it means a set of deliberate and planned interventions by local government or other public and quasi-public bodies into the economic process in order to accomplish some predetermined goals. It almost always involves the encouragement of private business investment within a specific geographic area in order to increase that area's employment, tax base, or economic activity.

This can be accomplished in a number of ways. A wide array of tools is available to organizations involved in implementing economic development plans. These tools and programs designed to utilize them are all directed at encouraging, enticing or assisting businesses, or in some cases public entities, to develop, relocate, expand or retain facilities within a given area where they would contribute to its economic base.

Economic development efforts are generally focused on the provision of incentives to influence private investment decisions. These incentives, in turn, are centered about the three classic factors of productions — land, labor and capital.

Incentives related to land include the availability of developable building sites at competitive or, in some cases, written-down land prices. Labor-related incentives may include availability of a well-trained labor force and job recruitment/training/referral services. Government guaranteed or direct loans, below-market interest loans through revenue bonds and city administered federal funds are some of the capital incentives local government may provide to attract or retain desired businesses.

There are other types of assistance and services which can be used to foster business development or retention which are not related to land, labor or capital. Among them are technical assistance and packaging services, expedited plan review and development processing, off-site capital improvements and improved public services.

Even with all of the above incentives, there is still a need to promote the City as a desirable place to invest. This implies a good business climate, a growth-oriented image and a record of close public-private sector cooperation. Other features of the City should be advertised such as the quality of life it offers, its recreational and cultural amenities and its residential opportunities.

Economic Development and Employment

Employment

A comprehensive employment program involves a careful matching of business employment needs and available labor skills. It requires close coordination of all the steps leading from identification of employment needs to actual job placement. A successful employment program is one which produces a labor force trained in the skills required by new job opportunities as they arise. This implies a close working relationship between employment and economic development programs.

There has always been the question of whether an economic development program should be tailored to produce jobs which match the skill levels of the local labor force or whether an employment program should produce a labor force capable of fulfilling the jobs developed through an economic development program. The answer is somewhat provided by changes occurring in the national economy as mentioned in the Background and Issues Sections. These changes imply that the work force must be molded or remolded to fit the skill demands of a changing labor market. The critical employment issue is not necessarily the lack of jobs, but the mismatch between the current work skills of the labor force and the skill requirements of the jobs that are available or will be created in the future.

Due to the rapidly changing nature of the labor market, it becomes imperative that employment programs, especially those related to job training, keep abreast of technological advancements and innovations, economic development trends, business and real estate activity. Designing and implementing a successful job training program requires a thorough knowledge of the types of job opportunities that will be available when the trainee completes his or her course of study. Unfortunately, there have been cases when training programs have given trainees obsolete skills, because they failed to recognize technological changes occurring in a particular field. An example was the continued training of key punch operators when the computer field had already moved into direct data entry.

Almost equal in importance to the training programs are job referral and placement programs. Nothing is more discouraging than not being able to find a job for which you have recently undergone extensive training. Ideally, a comprehensive employment program would have the following totally integrated components: job research and program planning, skills training, job counseling, referral and placement services. Far too often, some of these components are missing or operate independently with less than satisfactory results.

Strategies, Policies and Programs

The following strategies, policies and programs are designed to guide efforts toward achieving the City's economic development and employment goals and objectives. They are not designed in detail (i.e., specific projects, program scope, budgets, time frame). Rather, they are proposed to establish a general framework for decision-making and program design. Their purposes are to establish an overall direction for economic development in the City, as well as to link related implementation measures in a coordinated approach.

Economic Development and Employment

Sound Local Economy

Strategy

The strategy for promoting and maintaining a sound economy revolves around three major points.

1. **A clear and concise set of development objectives and policies** which include a clear sense of direction as to where the City wishes to head in terms of its future development, the types of development it wishes to attract consistent with this direction, explicit development guidelines setting forth the standards by which prospective developments will be evaluated and which result in consistent and coordinated decisions.
2. **An improvement business climate** in which a partnership is forged between the public and private sectors to achieve development consistent with the above objectives and policies. To encourage this development, the City could offer incentives such as expedited development processing, coordinated reviews and decision-making and direct assistance in land acquisition and assembly, capital improvements and financial assistance utilizing a variety of government programs (Industrial Revenue Bonds, CDBG, UDAG, SBA). The private sector would contribute capital and entrepreneurial expertise to the partnership.
3. **A restructured economic development decision-making process** which involves direct participation by the private sector and other groups affected by such decisions, as community-based organizations, neighborhood associations, minorities and employment development interests. Presently, there is no single formal mechanism by which these interests participate in the decision-making process on a regular, ongoing basis, particularly at the goal and policy setting level. The major objective of such a new process would be to develop and maintain a consensus on the direction of the City's economic development efforts. It might be patterned much like the ad hoc Urban Design Advisory Committee which was designed to have representation from specific areas of interest. In this manner, the broadest range of support might be achieved for the City's economic development policies.

The following policies are proposed to carry out this strategy:

1. Economic development in the City is to be carried out under a joint public-private partnership concept with an emphasis on cooperation and mutual support to achieve common objectives.
2. The City shall strive to involve all of the interests affected by economic development decisions in the decision-making process.

This strategy is proposed to be implemented by the following programs.

The preparation and adoption of a Comprehensive Economic Development Plan and Implementation Program. In addition to establishing a clear direction for the City's economic development efforts, the plan would also develop strategies, priorities, measurable performance targets and annual work programs for achieving these targets. A major task will be to review all of the City's existing economic development programs and determine where they fit within the context of the plan. The plan would ensure that the purposes and objectives of these individual programs are consistent with the overall direction of the City's economic development efforts.

Economic Development and Employment

The plan would also have a major employment component to integrate the City's employment needs into its economic development programs. Having this component in the plan would yield assurances that both its economic development and employment needs are addressed in a coordinated manner.

The establishment of a process in which those who are affected by economic development decisions directly participate in the making of those decisions.

The process is based on the principles of shared decision-making and public-private sector cooperation. Its objective is to minimize, if not eliminate, the mistrust and confrontation, which on occasion has marked the City's economic development efforts. There are several alternative approaches to implementing this process. Each has its advantages and disadvantages.

The critical issue related to each of these alternatives is one of defining its role and relationship with other bodies currently involved in economic development, as well as stimulating initiatives from the business/development community.

A. Creation of a separate policy advisory board. This approach presents the opportunity to design a new organization designed specifically around the above principles free from existing mandates and responsibilities. Its disadvantages would be the establishment of still another citizen advisory body with its attendant staffing requirements, as well as the need to restructure the roles of existing bodies involved in economic development.

This new organization could also serve in a coordinative role by having representation from existing City commissions and committees involved in some phase of economic development, in addition to the aforementioned private and quasi-public interests. These would include the Planning Commission, Community Development Committee, Utility Advisory Committee, Cultural Heritage Commission, and Resource Allocation Committee. However, this may lead to possible problems of size and the consequent ability of this organization to function effectively.

B. Expansion of the Community Development Committee to include formal representation from all interests affected by economic development decisions.

The major advantage of this approach is that it would retain the roles and relationships of the existing economic development organizational structure. Again, while the expansion of the Committee would have its advantages in its planning and policy formulation functions, the expanded size would prove cumbersome in carrying out its redevelopment project implementation role.

C. Establishment of a process in which the interests of persons and organizations affected by economic development decisions can be integrated into the decision-making process short of creating a new permanent organization. This could involve the use of an ad hoc committee to supplement the Community Development Committee on matters dealing with economic development policy. This approach would provide for the development planning process, while at the same time would allow the Community Development Committee to carry out its other functions unencumbered by an unwieldy, permanently expanded membership.

The basic structure for such a committee would be similar to the now disbanded Goals Congress. This citizen-based goal setting effort was characterized by widespread representation of community interest groups which dealt with economic development issues in the goals development process. Other advantages to this approach include retention of existing economic development organizational structure and limited commitments by ad hoc committee members. It is envisioned that they would not only augment the Community Development Committee in the planning and program development phase of the process, but would also participate in annual reviews and evaluations of program performance. It should be noted that this approach was used successfully in the Downtown Urban Design Planning Program and in the Housing Element Revision Program conducted in 1978-79.

Economic Development and Employment

Balanced Approach to Economic Development

Strategy

The strategy for maintaining a balance between the need for development with other City needs centers around a process of establishing the City's goals, values and priorities, determining their implications on the extent and type of acceptable development and its impact on the community and reaching agreement on the tradeoffs that will have to be made to accommodate it. In essence, it is a process designed to identify the role of economic development in shaping the type of community and quality of life desired by its residents and to reach consensus on the proper standing of economic development in the City's list of priorities.

The following policies are proposed to place economic development in proper perspective with other City goals and objectives.

1. Economic development projects which require significant discretionary action on the part of the City and/or an Environmental Impact Report shall be required to prepare an Economic Impact Statement which identifies how and to what extent the project addresses the City's economic development and employment objectives.
2. Economic development projects shall be reviewed within the context of overall City needs and evaluated on the basis of their contributions to meeting these needs.

Through this Economic Impact Statement, the impact of a proposed economic development project can be measured against predetermined criteria and the results used as part of the decision-making process. The technique could also be used to decide among competing projects or to establish the degree of City assistance.

Economic Development and Employment

Increased Public Revenues from Economic Development

Strategy

If one of the justifications for economic development is the generation of public revenues, then the strategy to achieve this goal should be directed at expanding both its sources and the amount. Since the passage of Proposition 13, new development can no longer justify itself solely on the amount of new property tax revenues it would produce. It must be able to make significant contributions in the form of jobs and revenues, if it is to support the finding of providing a net benefit to the City.

In addition to paying for itself in terms of ongoing public service costs, economic development must be able to make contributions toward capital improvements required to mitigate the environmental impacts, principally traffic, it creates.

The California State Supreme Court in its *Farrell* decision has opened up a number of potential new revenue sources from economic development. An additional tax burden on the business sector can be justified on the basis that since the passage of Proposition 13, the non-residential sector is carrying proportionately less of the property tax burden than the residential sector due to less frequent property turnover.

In its current form, the business license tax can also yield additional revenues if the tax rate is increased and/or the maximum ceiling is raised or eliminated. Under current rates, the business license tax yields \$7.45 per capita, as compared to \$12.00 per capita for the State of California and \$22.00 per capita for Los Angeles County.

There are other means of increasing the total tax revenues derived from economic development. One is to increase hotel space and tourist and convention activity. Another would be to create closer linkages between office uses and other high employment centers and retail shopping facilities. This can be accomplished by either physically locating these uses near each other or linking them with some kind of internal transportation system.

In addition to consideration of direct increases in public revenue experienced by development, secondary revenues and cost savings should also be taken into account as a significant factor. Although methods to quantify community attitudes and preferences for a specific quality of life are difficult to achieve, enhancement of economic independence for residents has indirect benefits. Reduced unemployment decreases requirements for local expenditures in the areas of public safety, public assistance programs and other related social services traditionally borne totally or in part by local units of government. Increased personal incomes also offer potential for increased demands for goods and services. This stimulates the local economy and generates additional revenues through sales and other taxes. Therefore, one factor in the economic development planning process should be consideration of proposed projects that import a labor force versus projects proposing local hiring to meet their work force needs.

The policies to implement these concepts would include:

1. Economic development projects shall have a goal to produce total annual tax revenues to the City which are more representative of their assessed valuation than property tax revenues.
2. Speculative office development exceeding 150,000 sq. ft. in gross floor area or two acres in site area shall be required to have retail uses on the ground floor, unless it can be shown that such uses are impractical due to location.
3. Expansion of tourism and convention activity is to receive priority consideration in the City's economic development program.
4. Office developments shall be encouraged to locate within reasonable walking distance of shopping facilities and districts.

Economic Development and Employment

Increased Employment Opportunities

Strategy

The key factor in deriving greater job opportunities for Pasadena residents from economic development projects is close coordination between the economic development and employment development sectors of City government. This means that representatives from the employment sector are involved at the outset in negotiations with potential developers. The objective in these negotiations should be to encourage that local residents and businesses be given preferential consideration in potential hiring and business opportunities.

However, this also places an obligation on the part of the employment development people to be able to provide trained personnel and a list of qualified businesses which meet the developer's and the tenants' needs. This is still further reason why employment representatives need to be aware of impending projects at the incipient stage. The long lead time for project development and construction would allow for the recruitment and training of potential employees and lining up of local contractors and service vendors.

Related to the provision of trained personnel to meet business and industry needs are two additional factors. The first is a need for guidance for job training programs by persons or boards which keep aware of the latest employment needs and future trends based on shifts in the business economy, technological changes and type of required skills to meet a changing job market. The second is the availability of an active job broker whose job is to make periodic visits to medium and large employers to ascertain impending job openings or recruitment needs. His or her task would be to match up the opening with a person having the requisite skills.

The former need is being addressed by the newly formed Foothill Employment and Training Consortium and its program advisory body the Foothill Private Industry Council. The Foothill PIC is a 27-member body whose membership is comprised of representatives from the local cities and education agencies, the Pasadena Chamber of Commerce, the State Employment Development, and business/industry of the greater Pasadena area (Pasadena, South Pasadena, Sierra Madre, Arcadia, Monrovia and Duarte). Business/industry representation is required by Federal and State law to exceed 50%.

The Private Industry Council provides specific guidance in the design and implementation of the job training programs administered by the Community Skills Center. These decisions for programs are based upon analysis of the local labor market demand which identifies job opportunities currently available or anticipated within a year's period. The Job Training Partnership Act (JTPA), the new Federal job training legislation, requires direct participation of local business/industry representatives and economic development entities.

Secondly, a Joint Policy Review Committee for the Community Skills Center has been developed with two representatives from each of the three participating entities, the City, The City College and the School District.

While the Community Skills Center is providing job placement services for its graduates, there is a need to expand these services to persons who do not go through its training program for one reason or another. In short, it calls for a centralized source for matching people with jobs regardless of where a person may have received his or her training.

Economic Development and Employment

Increased Employment Opportunities

An aggressive job/person matching effort is probably the most successful means of ensuring the hiring of local residents by local firms and those which intend to move into the City. Another advantage of this approach is that the job broker is given knowledge of potential job openings before the business advertises the opening, thus giving Pasadena residents an opportunity before others.

Finally, closer coordination between City staff involved in both economic development and job training and development can ensure more effective use of Federal grant resources available in both areas. The result will be a greater ability to initiate projects which not only enhance the economic growth of the City but directly benefit both local business and City residents.

A key element in any comprehensive economic development plan is consideration of total public needs. Some development efforts have failed, for example, to ensure that the jobs created by development projects go to local residents, thus making little headway against unemployment and losing City revenues that could have been collected on resident earnings through increased disposable income.

To meet the employment needs of both the residents and affected business/industry, a myriad of options are available for local government. These options range from aggressive efforts in negotiating economic development projects where City financial assistance is involved such as first source agreements or local hiring goals to the adoption of policy statements which indicate the interest and preference of government for local hiring in jobs generated by development activities.

A number of options ranging from minimum to maximum efforts have been used in cities across the country. While these options are too numerous for discussion in this element, they should be studied in the formulation of the Comprehensive Economic Development Plan.

The following policies are designed to effectuate closer coordination between economic development and employment development activities.

1. Representatives of the job training and employment development sector shall be involved in the very early stages of negotiations with developers involving projects of 100,000 sq. ft. of gross floor area or greater.
2. The City shall make use of development agreements and covenants to obtain commitments to hire local residents and utilize local businesses or make good faith efforts by major development projects which are found to have environmental impacts which cannot be mitigated to insignificant levels.
3. Affirmative Action Plan and a plan for hiring local residents and utilizing local businesses shall be normally required of development projects for which a finding of consistency with the General Plan must be made or which involve significant discretionary action on the part of the City.

Economic Development and Employment

Increased Employment Opportunities

The policies below focus on the need to make job training programs and employment development efforts more responsive to the needs of the job market and Pasadena residents.

1. The City shall seek to ensure that job training and vocational education programs receive proper guidance from persons/agencies that are knowledgeable about the needs of the job market.
2. The City shall take a pro-active position in seeing to it that the hiring needs of the private sector are fulfilled by well trained, qualified local residents.

Programs to implement the above policies would include:

1. The formation of Foothill Employment and Training Consortium and Private Industrial Council and Joint Policy Review Committee for the Community Skills Center.
2. Establishment of a centralized jobs brokerage house which can provide the following services:
 - (a) Jobs/skills matching
 - (b) Referral and placement services
 - (c) Information exchange/job bank
 - (d) Economic development/skills training coordination
 - (e) Recruiting and screening for job training
 - (f) Subcontracting for training services

Economic Development and Employment

Reduction in Unemployment Rate

Strategy

There are several methods to reduce the City's unemployment rate. The first, obviously, is to create more jobs. However, this approach will not be successful unless the jobs fit the skill levels of the unemployed or the unemployed are trained or retrained to meet the skill level requirements of the jobs being created. Another approach is to remove the impediments that keep the unemployed from seeking jobs, wherever they may be found, whether within or outside the City. These include lack of transportation or even information about job opportunities outside the City. Given the metropolitan context the City finds itself, development economics and the changing nature of its economic base, it should not be expected that the City would be able to provide the full range of employment opportunities to meet the needs of its resident labor force. This implies a greater effort toward identifying regional job opportunities, the types of which the City is unable to provide.

Still another approach is to give priority to the retention and expansion of existing businesses at which great numbers of local residents are already employed. Creating new jobs to replace jobs that are lost does not lead to a net increase in jobs. Moreover, it is undesirable from the standpoint that most often the new jobs do not replace the jobs that are lost. New clerical office jobs are of little benefit to an assemblyline worker who has been laid off because the firm has relocated out of the city. Therefore, within this priority, top priority should be given to retaining those jobs that are not being replaced in kind by new jobs.

In terms of providing employment opportunities for the low skilled unemployed, emphasis should be placed on the development and nurturing of small businesses which have traditionally been a major source of entry level jobs. This is particularly important in minority communities. While these small businesses may or may not offer opportunities to develop marketable skills, they do provide job experience, a work record and references.

In order to do a better job of meeting the needs of the City's unemployed and underemployed, more information should be gathered on the specific characteristics of this population segment. This information could be used to identify potential limitations or constraints to job training such as lack of education, need for child care services or language difficulties, as well as to differentiate between the structurally unemployed and those affected by economic conditions. The intent is to gain as much knowledge about the person needing employment as about the employment opportunities available to him or her. The Career Services Division has tabulated characteristics of the unemployed population the job training program serves. This information should be kept current and distributed to entities involved in economic development and job training activities.

Reduction in the City's unemployment rate can be addressed by the following policies:

1. First priority shall be placed on the retention of those existing jobs in the City which are not likely to be replaced in kind, if lost.
2. The search for jobs for the City's unemployed shall not be limited to within City boundaries. Job opportunities shall be sought wherever they may exist.
3. The City's Economic Development Program shall emphasize and give support to small businesses, particularly those located in minority areas.

Economic Development and Employment

Reduction in Unemployment Rate

Possible programs to implement these policies would include:

1. Use of redevelopment process to meet the needs of small businesses.
2. Expansion of existing small business assistance programs, especially those related to capital acquisition, management training and technical assistance.
3. Creation of a regional job information clearinghouse or joint sharing of job information among local employment development programs.
4. Maintenance of a data bank on the demographic and socioeconomic characteristics of the unemployed population.

Section 1: Development and Growth

This section discusses the factors that influence economic growth and development.

1. The first factor is human capital, which refers to the skills and knowledge of the workforce.

2. The second factor is physical capital, which refers to the infrastructure and machinery used in production.

3. The third factor is technology, which refers to the knowledge and innovation that drive economic growth.

4. The fourth factor is institutions, which refer to the legal and political systems that govern a country.

5. The fifth factor is geography, which refers to the physical location and resources of a country.

6. The sixth factor is culture, which refers to the values and beliefs that shape a society.

7. The seventh factor is demographics, which refers to the size and composition of a population.

8. The eighth factor is international trade, which refers to the exchange of goods and services between countries.

9. The ninth factor is foreign aid, which refers to the financial assistance provided by other countries.

10. The tenth factor is natural resources, which refer to the land, water, and minerals available to a country.

11. The eleventh factor is government policy, which refers to the actions taken by the state to promote economic growth.

12. The twelfth factor is innovation, which refers to the development of new products and technologies.

13. The thirteenth factor is entrepreneurship, which refers to the ability to identify and exploit opportunities for economic growth.

14. The fourteenth factor is investment, which refers to the allocation of resources to new projects and ventures.

15. The fifteenth factor is savings, which refers to the accumulation of wealth over time.

16. The sixteenth factor is labor, which refers to the workforce available for production.

17. The seventeenth factor is capital, which refers to the funds used to finance economic activities.

18. The eighteenth factor is risk, which refers to the uncertainty associated with economic activities.

19. The nineteenth factor is information, which refers to the knowledge and data used to make economic decisions.

20. The twentieth factor is time, which refers to the duration of economic activities.

21. The twenty-first factor is space, which refers to the physical location of economic activities.

22. The twenty-second factor is social networks, which refer to the relationships between individuals and groups.

23. The twenty-third factor is institutions, which refer to the legal and political systems that govern a country.

24. The twenty-fourth factor is culture, which refers to the values and beliefs that shape a society.

25. The twenty-fifth factor is demographics, which refers to the size and composition of a population.

26. The twenty-sixth factor is international trade, which refers to the exchange of goods and services between countries.

27. The twenty-seventh factor is foreign aid, which refers to the financial assistance provided by other countries.

28. The twenty-eighth factor is natural resources, which refer to the land, water, and minerals available to a country.

29. The twenty-ninth factor is government policy, which refers to the actions taken by the state to promote economic growth.

30. The thirtieth factor is innovation, which refers to the development of new products and technologies.

31. The thirty-first factor is entrepreneurship, which refers to the ability to identify and exploit opportunities for economic growth.

32. The thirty-second factor is investment, which refers to the allocation of resources to new projects and ventures.

33. The thirty-third factor is savings, which refers to the accumulation of wealth over time.

34. The thirty-fourth factor is labor, which refers to the workforce available for production.

35. The thirty-fifth factor is capital, which refers to the funds used to finance economic activities.

36. The thirty-sixth factor is risk, which refers to the uncertainty associated with economic activities.

37. The thirty-seventh factor is information, which refers to the knowledge and data used to make economic decisions.

38. The thirty-eighth factor is time, which refers to the duration of economic activities.

39. The thirty-ninth factor is space, which refers to the physical location of economic activities.

40. The fortieth factor is social networks, which refer to the relationships between individuals and groups.

41. The forty-first factor is institutions, which refer to the legal and political systems that govern a country.

42. The forty-second factor is culture, which refers to the values and beliefs that shape a society.

43. The forty-third factor is demographics, which refers to the size and composition of a population.

44. The forty-fourth factor is international trade, which refers to the exchange of goods and services between countries.

45. The forty-fifth factor is foreign aid, which refers to the financial assistance provided by other countries.

46. The forty-sixth factor is natural resources, which refer to the land, water, and minerals available to a country.

47. The forty-seventh factor is government policy, which refers to the actions taken by the state to promote economic growth.

48. The forty-eighth factor is innovation, which refers to the development of new products and technologies.

49. The forty-ninth factor is entrepreneurship, which refers to the ability to identify and exploit opportunities for economic growth.

50. The fiftieth factor is investment, which refers to the allocation of resources to new projects and ventures.

51. The fifty-first factor is savings, which refers to the accumulation of wealth over time.

52. The fifty-second factor is labor, which refers to the workforce available for production.

53. The fifty-third factor is capital, which refers to the funds used to finance economic activities.

54. The fifty-fourth factor is risk, which refers to the uncertainty associated with economic activities.

55. The fifty-fifth factor is information, which refers to the knowledge and data used to make economic decisions.

56. The fifty-sixth factor is time, which refers to the duration of economic activities.

57. The fifty-seventh factor is space, which refers to the physical location of economic activities.

58. The fifty-eighth factor is social networks, which refer to the relationships between individuals and groups.

59. The fifty-ninth factor is institutions, which refer to the legal and political systems that govern a country.

60. The sixtieth factor is culture, which refers to the values and beliefs that shape a society.

61. The sixty-first factor is demographics, which refers to the size and composition of a population.

62. The sixty-second factor is international trade, which refers to the exchange of goods and services between countries.

63. The sixty-third factor is foreign aid, which refers to the financial assistance provided by other countries.

64. The sixty-fourth factor is natural resources, which refer to the land, water, and minerals available to a country.

65. The sixty-fifth factor is government policy, which refers to the actions taken by the state to promote economic growth.

66. The sixty-sixth factor is innovation, which refers to the development of new products and technologies.

67. The sixty-seventh factor is entrepreneurship, which refers to the ability to identify and exploit opportunities for economic growth.

68. The sixty-eighth factor is investment, which refers to the allocation of resources to new projects and ventures.

69. The sixty-ninth factor is savings, which refers to the accumulation of wealth over time.

70. The seventieth factor is labor, which refers to the workforce available for production.

71. The seventy-first factor is capital, which refers to the funds used to finance economic activities.

72. The seventy-second factor is risk, which refers to the uncertainty associated with economic activities.

73. The seventy-third factor is information, which refers to the knowledge and data used to make economic decisions.

74. The seventy-fourth factor is time, which refers to the duration of economic activities.

75. The seventy-fifth factor is space, which refers to the physical location of economic activities.

76. The seventy-sixth factor is social networks, which refer to the relationships between individuals and groups.

77. The seventy-seventh factor is institutions, which refer to the legal and political systems that govern a country.

78. The seventy-eighth factor is culture, which refers to the values and beliefs that shape a society.

79. The seventy-ninth factor is demographics, which refers to the size and composition of a population.

80. The eightieth factor is international trade, which refers to the exchange of goods and services between countries.

81. The eighty-first factor is foreign aid, which refers to the financial assistance provided by other countries.

82. The eighty-second factor is natural resources, which refer to the land, water, and minerals available to a country.

83. The eighty-third factor is government policy, which refers to the actions taken by the state to promote economic growth.

84. The eighty-fourth factor is innovation, which refers to the development of new products and technologies.

85. The eighty-fifth factor is entrepreneurship, which refers to the ability to identify and exploit opportunities for economic growth.

86. The eighty-sixth factor is investment, which refers to the allocation of resources to new projects and ventures.

87. The eighty-seventh factor is savings, which refers to the accumulation of wealth over time.

88. The eighty-eighth factor is labor, which refers to the workforce available for production.

89. The eighty-ninth factor is capital, which refers to the funds used to finance economic activities.

90. The ninetieth factor is risk, which refers to the uncertainty associated with economic activities.

91. The ninety-first factor is information, which refers to the knowledge and data used to make economic decisions.

92. The ninety-second factor is time, which refers to the duration of economic activities.

93. The ninety-third factor is space, which refers to the physical location of economic activities.

94. The ninety-fourth factor is social networks, which refer to the relationships between individuals and groups.

95. The ninety-fifth factor is institutions, which refer to the legal and political systems that govern a country.

96. The ninety-sixth factor is culture, which refers to the values and beliefs that shape a society.

97. The ninety-seventh factor is demographics, which refers to the size and composition of a population.

98. The ninety-eighth factor is international trade, which refers to the exchange of goods and services between countries.

99. The ninety-ninth factor is foreign aid, which refers to the financial assistance provided by other countries.

100. The hundredth factor is natural resources, which refer to the land, water, and minerals available to a country.

Social

Introduction

The purposes of the Social section are to define the role and responsibility of the City in the area of social planning and to provide for planning and delivery of human services. It also represents a vehicle by which social concerns are brought directly into the planning process. Through the incorporation of a Social section in the General Plan, recognition is given to the importance of the social environment in the community development process.

Background

Issues and Problems

1. Bringing social concerns into the planning process.
2. Lack of clear understanding of the City's role and responsibility in planning and delivery of social services.
3. Lack of adequate information on assessing human needs and evaluating effectiveness of social service programs.
4. Need for improvement in coordination between agencies, in the public and private sectors to insure that services appropriate to community needs are developed.

Opportunities

1. To develop a truly comprehensive planning process incorporating physical, economic, social and environmental factors.
2. To increase effectiveness of programs and services by focusing available resources on unmet needs and reducing unnecessary duplication of effort.
3. Revenue sharing programs provide resources to be utilized for social services in support of a comprehensive community development program.

Goals and Objectives

Goal:

The alleviation of human problems through sensitive planning and effective application of resources, on-going evaluation, and continuing commitment to broadly-based and informed citizen participation.

Objectives:

1. A comprehensive planning process which includes social needs and social impacts as integral components in public decision-making.
2. Effective methods to secure informed citizen participation at all points in planning, resource allocation and evaluation process.

Introduction

The purpose of this study is to investigate the effects of the proposed system on the performance of the system. The study is divided into two main parts: a theoretical analysis and an experimental evaluation. The theoretical analysis is based on the principles of the system and the experimental evaluation is based on the results of the experiments.

System Description

The system is a...

The system is a...

The system is a...

The system is a...

The system is a...

Experimental Results

The experimental results show that the system is able to...

The experimental results show that the system is able to...

The experimental results show that the system is able to...

Conclusion

The system is able to...

The system is able to...

References

1. ...

2. ...

Social

3. A coordinated human services planning and delivery system that effectively uses all community resources.
4. Parameters and priorities for the application of City resources in human services.
5. An evaluation mechanism to determine the effectiveness of the human services planning and delivery system within the City.

IMPLEMENTATION STRATEGIES AND POLICIES

Strategy:

The City to facilitate the development of plans and the application of resources to meet human needs.

Policies:

1. As soon as the necessary criteria and methods are developed and adopted, the City shall determine and evaluate the social impacts of major physical, environmental, economic and social changes, where the City has appropriate authority. The social impacts of such changes shall be given at least equal standing with other factors in determining their acceptability.
2. The City of Pasadena will provide necessary human services directly only when it is not possible for other community agencies to provide such services, or where it can be demonstrated that the City can deliver such services in a more effective and economic manner.
3. In all cases where the City is the prime sponsor of human services, every effort will be made to contract with appropriate community agencies for implementation of programs.
4. Broad representation and community participation at all levels of planning, resource allocation and evaluation are to be parts of all human service programs.
5. Human services are to be administered in a manner which respects the dignity of the individual and fosters self-sufficiency and individual choice.
6. Coordination between public and private agencies and various levels of government in human service field and elimination of overlapping efforts shall have major priority.
7. The City will seek maximum use of federal, state, regional and private resources to solve social problems which are area-wide in nature.

Social

Programs:

1. Design of evaluation systems to ensure effectiveness of human service delivery programs.
2. Development of a method for establishing community priorities in human services within the framework of an overall, long-range plan for meeting human needs.
3. Development of mechanisms for communication, joint planning and coordination with other levels of government, public agencies and the private sector.
4. Development of criteria and methods to enable the City to determine and evaluate the social impact of major physical, environmental, economic and social changes; these criteria and methods to be made available for public evaluation prior to adoption.

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"Planning for the Aging: Los Angeles County, Region II," Community Planning Forum, United Way (Arcadia, Calif. - December, 1973).



COMPREHENSIVE GENERAL PLAN

RESIDENTIAL QUALITY

ELEMENTS:

NEIGHBORHOOD ENHANCEMENT HOUSING

Reprinted, September, 1987

Official Use Only

RECEIVED
JUL 10 1963
U.S. DEPARTMENT OF COMMERCE
BUREAU OF ECONOMIC ANALYSIS
WASHINGTON, D.C. 20540

Report No. 1

OF

THE COMPREHENSIVE GENERAL PLAN

Report No. 2

Page 1

Page 2

JUL 10 1963

Planning and Research Section

Planning Division

City of Pasadena

REVISED
HOUSING ELEMENT
OF

THE COMPREHENSIVE GENERAL PLAN

Approved by the Board of Directors
of the City of Pasadena
on July 25, 1989

Approved by the Planning Commission
for Recommended Adoption by the
Board of Directors on
May 10, 1989

Planning and Research Section
Planning Division
City of Pasadena

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I. INTRODUCTION.

Unique among Southern California communities Pasadena is faced with both challenges and opportunities in addressing its housing needs. Among its assets are a wide range of alternative housing types and price ranges, its architectural and cultural heritage and a strong sense of community identity. On the other hand, it is faced with an aging housing stock, lack of vacant land and a growing shortage of affordable housing, particularly for low and moderate income persons.

This revised Housing Element is an update of the Housing Element adopted by the Board of Directors on May 14, 1985. It sets forth the City's plans, programs and policies to ensure the provision of adequate housing opportunities, in a wide range of alternative housing choices, to meet the varied needs and lifestyles of Pasadena residents, according to the provisions of Article 10.6 of the Government Code (Section 65580 et. seq.).

The Housing Element begins with an overview of the existing housing situation in Pasadena, which includes a description of the existing housing stock, its population characteristics and the housing market. It further evaluates programs and activities undertaken to implement the 1985 Housing Element. It also identifies future housing needs, housing issues and assesses City resources as well as the governmental and non-governmental constraints in meeting these needs. The findings and conclusions reached by this analysis are then translated into a housing planning framework, and specific housing planning programs are proposed for Pasadena for implementation from 1989 through 1994.

EXHIBIT 1

City of Pasadena

Distribution of Housing Units in Subareas

January 1, 1989

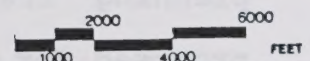
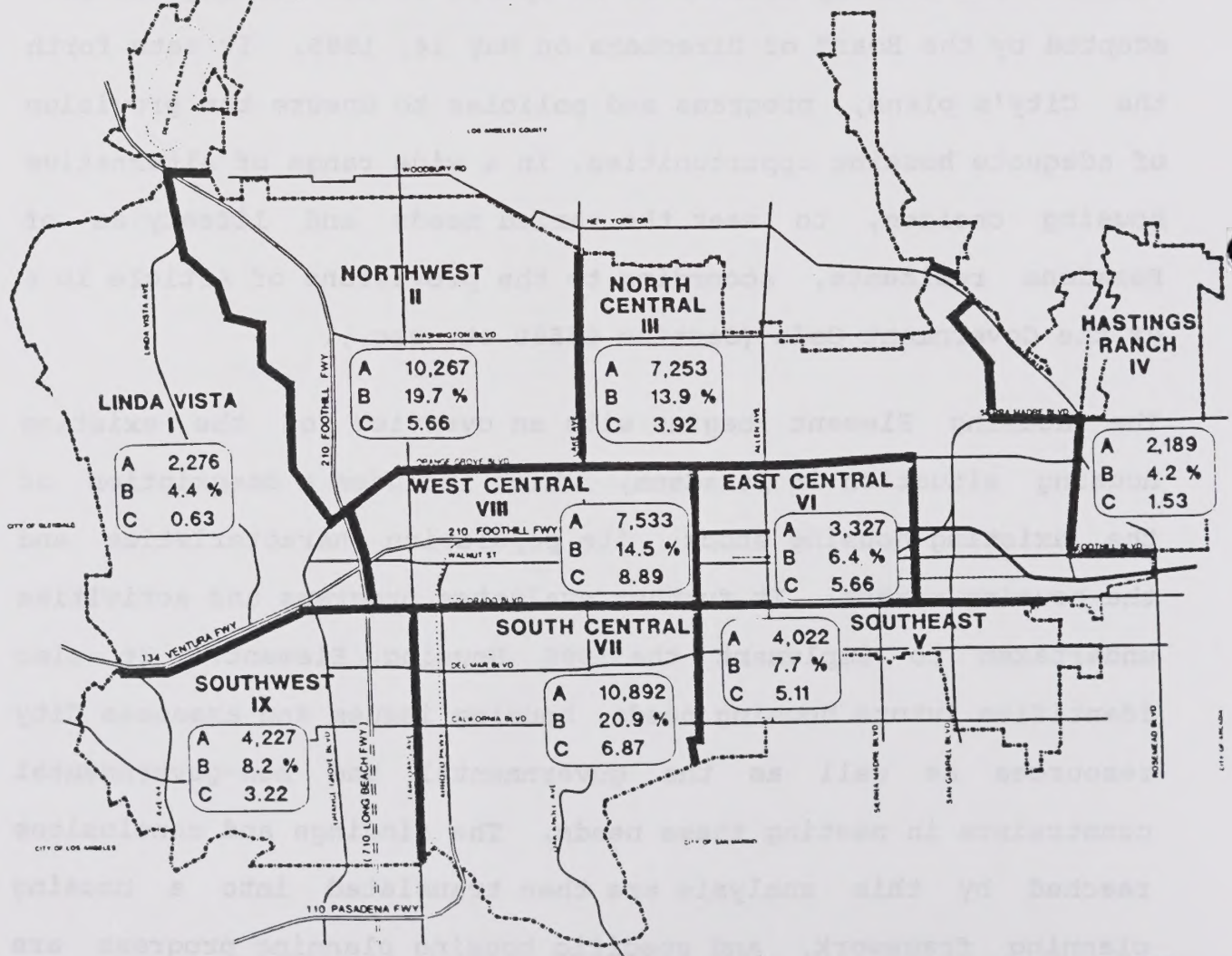
Citywide:

Total Housing Units 52,036

Housing Density 3.76 dwelling units / acre

LEGEND

- A Total housing units
- B % of city total
- C Dwelling units / acre



PLANNING DEPARTMENT
CITY OF PASADENA

II. OVERVIEW OF EXISTING HOUSING NEEDS IN PASADENA.

Pasadena's housing needs are determined by the characteristics of the housing stock (number of units, type, size, etc.), the household population (age, household size, physical disabilities, etc.), and the housing market (costs, affordability, etc.). The following section identifies these characteristics to determine the extent of unmet housing needs in the City.

The most complete source of information about Pasadena's population and housing stock is the 1980 U.S. Census. However, this data is now nine years old and many changes have occurred during these years. The data may no longer be reflective of conditions in Pasadena. However, because census data is the most comprehensive and detailed source of information, it is used in this element. Whenever possible, Pasadena Planning, Housing and Development Services Department records, and other data sources are used to update the census data. When the 1990 census data is available, this Housing Element will be updated.

This analysis is conducted on a City-wide basis as well as on nine City subareas, which are formed from adjoining census tracts of similar characteristics, as illustrated in Exhibit 1.* The intent is to address the complexity of the housing situation in Pasadena by identifying issues of subarea-wide as well as city-wide significance.

* See Appendix I, Census Tracts Within Subareas.

The key findings and conclusions of this analysis of Pasadena's housing, which are described in greater detail in the following sections, indicate that:

- The housing supply is moderately growing (p.7).
- Between January 1984 and December 1988, the number of units demolished represented 29% of the units built (p. 9).
- There is a significant amount of older housing stock (p. 19).
- Vacancy rates are low (p. 13).
- There is room for building more housing units (p. 52).
- There are more rental units than owner-occupied units (54% to 46%) (p. 13).
- A significant number of owner occupants are senior citizens (p. 14).
- 8% of the City's housing units are overcrowded (p. 16).*
- 8% of the City's housing units are substandard **,1.4% of the housing units are dilapidated beyond rehabilitation (p. 17).
- The median price of housing units sold in 1988 was \$235,688 (p. 32).
- The average rental value in 1988 was \$655 for apartments, \$898 for houses (p. 33).
- A significant number of renters are paying above 30% of their income for housing (p. 31).

* U.S. Census: Defines overcrowding as a housing unit with more than 1.0 person per room.

** Substandard is defined by age of housing unit and housing value.

Table 1

Pasadena Housing Characteristics*

<u>NUMBER OF UNITS</u>			<u>Percent Change</u>
Total	1960	46,687	
Housing Units	1970	46,923	0.5% 1960-70
	1980	49,497	5.5% 1970-80
	1989**	52,038	5.1% 1980-88

<u>TENANCY</u>		<u>Percent</u>
All occupied units	47,056	95
Owner occupied	21,494	46
Renter occupied	25,562	54
All vacant units	2,627	5
Vacant for sale	537	20
Vacant for rent	942	36
Vacant for occasional use	145	6
Other vacant	1,003	38

<u>UNITS IN STRUCTURE</u>		
1, detached	25,296	51
1, attached	2,398	5
2	1,526	3
3-4	2,794	5
5+	17,642	36
Mobile Homes	27	N/A

<u>YEAR STRUCTURE BUILT</u>		
1979, March 1980	719	2
1975-1978	1,613	4
1970-1974	3,590	7
1960-1969	7,600	15
1950-1959	10,643	21
1940-1949	8,400	17
1939 and earlier	17,118	34

<u>BEDROOMS IN STRUCTURE</u>		
None	2,859	6
1	14,215	28
2	17,736	36
3	10,664	21
4	2,840	6
5+	1,369	3

Source: 1980 U.S. census

** California Department of Finance estimate 1/1/89

* See Appendix II, Pasadena Housing Characteristics by Subarea.

A. EXISTING HOUSING CHARACTERISTICS.

Pasadena is an older, fully developed City (established in 1886), which has as one of its greatest assets its extensive and varied housing stock. Table 1 highlights key characteristics of Pasadena's housing stock which help to define this variety.* The following sections will provide more detailed analyses of these characteristics and their implication on the formulation of housing policies.

The appendices provided at the end of the report provide additional data on City subareas (reference to pertinent appendices is provided at the bottom of page and/or with related exhibits).

1. Description of Current Housing Supply **

As illustrated on Exhibit 1, Pasadena, in 1989, has 52,038 housing units unevenly distributed throughout the City. The greatest concentrations of housing units are in the South Central (20.9%) and the Northwest (19.7%) subareas. Housing density in Pasadena ranged from .63 dwelling units per acre (Linda Vista) to 8.89 dwelling units per acre (West Central). The total number of units represented an increase of 2,539 units (5.13%) in the eight year period since 1980, a similar increase as during the decade between 1970 and 1980 (2,639 units or 6.1%). However, it should be noted that the increase in housing units between 1970 and 1980 would have been much greater if freeway construction had not removed dwelling units between 1965-70.

* See Appendix II - Housing Characteristics by Subarea.

** See Appendix III - Pasadena Housing Trends by Subarea.

EXHIBIT 2

City of Pasadena

Residential Building Activity January 1984 - December 1988

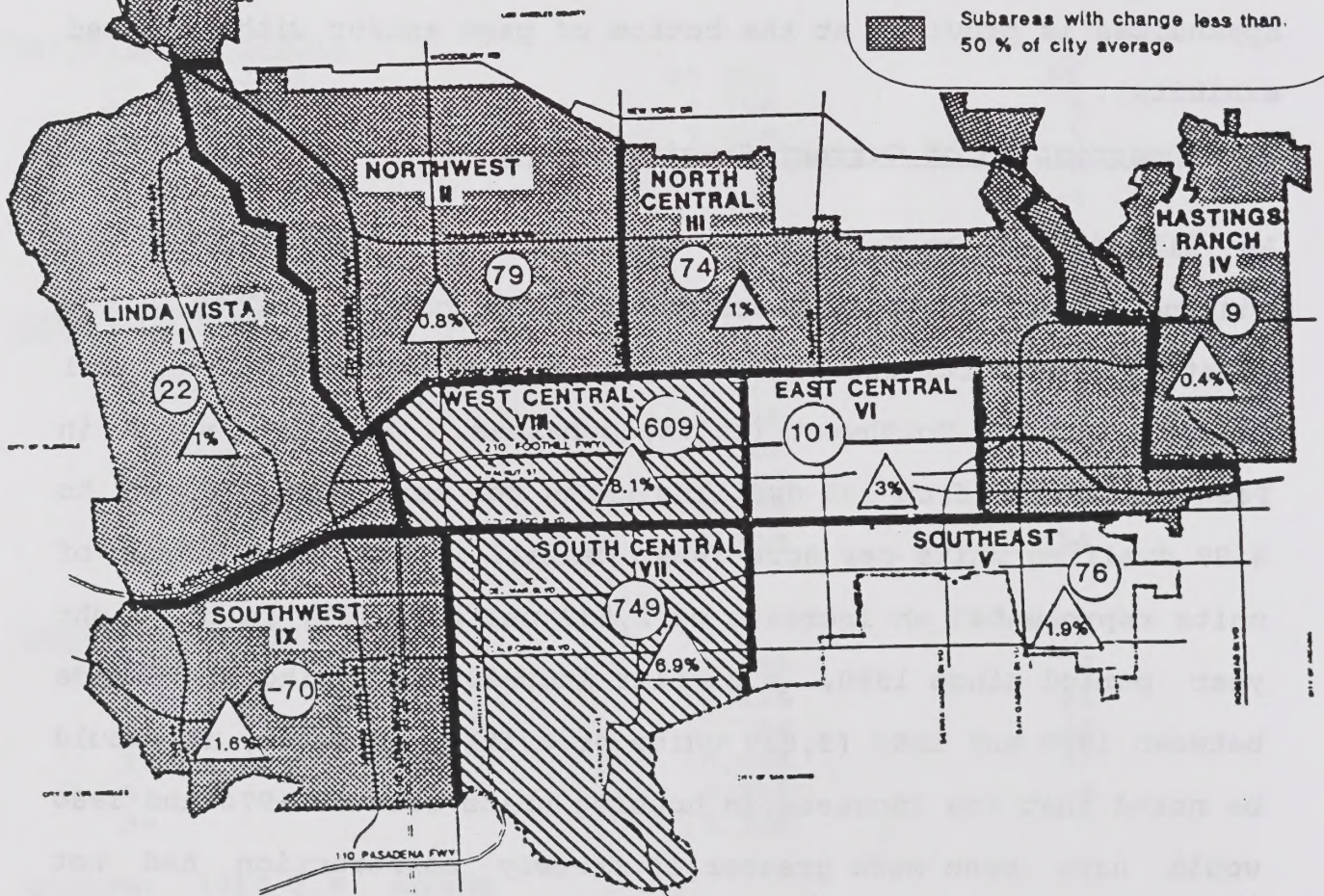
January 1, 1989

Citywide:

Net Change in Units	1660
% Increase/decrease	3.3%

LEGEND

-  Net Change in Units
-  % Increase / decrease
-  Subareas with change greater than 50 % of city average
-  Subareas with change less than 50 % of city average



N

0 1000 2000 4000 6000 FEET

PLANNING DEPARTMENT
CITY OF PASADENA

Residential building activity during the period January, 1984 through December, 1989 was characterized by a moderate growth in total units (3.2% increase), a rapid growth of multi-family units and very slow growth in single family units. An average of 465 units were built each year between 1984 and 1989.*

However, building activity records reveal another key factor affecting housing supply in Pasadena, i.e. the loss of residential units through demolition. The City lost an annual average of 133 units during this period. These units lost constitute 29% of the units gained. Demolitions particularly impacted single family houses which experienced a net loss since 1984. Therefore, the annual average net units gained was 332 during this period.

Since Pasadena is a fully developed city, recycling is the primary means of accommodating additional housing unit growth. Also, given Pasadena's older housing stock it is possible that some units have become dilapidated and need to be demolished. In addition, a significant number of these units have been replaced by higher density residential uses. However, the units most likely to be demolished are also the most affordable due to age and condition.

Most of the recent housing activity occurred in the South Central and West Central subareas. Greater than average activity is also evident in the East Central subarea. The other subareas experienced very little change.

Table 2

Residential Building Activity
January, 1984 - December, 1988

	<u>Number of Units</u>				
	<u>Single Family Detached</u>	<u>Single Family Attached*</u>	<u>2-4**</u>	<u>5+**</u>	<u>Total</u>
Constructed	144	190	174	1,757	2,265
Moved In/ Converted	<u>22</u>	<u>0</u>	<u>20</u>	<u>20</u>	<u>62</u>
UNITS GAINED	166	190	194	1,777	2,327
Demolished	-429	0	-103	-129	-661
Moved Out/ Converted	<u>- 6</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>- 6</u>
UNITS LOST	<u>-435</u>	<u>0</u>	<u>-103</u>	<u>-129</u>	<u>-667</u>
TOTAL NET CHANGE	-269	190	91	1,648	1,660

Source: Planning, Housing and Development Services Dept. Records

* Single-family attached units, also referred to as townhouses, are usually under condominium ownership.

** Figures include 1,040 multiple rental units and 931 condominiums.

Another factor in building activity during the last three years of this period is an increase in the number and valuation of building permits for residential alterations, remodeling, and repairs as illustrated in Table 3. In a fully developed city like Pasadena, the maintenance and improvement of the housing stock is a major factor in conserving the housing supply.

Table 3

Permits Issued for Residential
Alterations, Remodeling and Repairs

<u>Year</u>	<u>Number of Permits</u>	<u>% Permit Change</u>	<u>Valuation</u>	<u>% Value Change</u>	<u>Average Valuation Per Permit</u>	<u>% Change</u>
1984	1,202	- 3%	\$ 8,779,563	+ 6%	\$ 7,304	+ 9%
1985	1,228	+ 2%	\$ 8,247,163	- 6%	\$ 6,716	- 8%
1986	1,220	- 1%	\$ 9,766,217	+18%	\$ 8,005	+19%
1987	1,525	+25%	\$12,146,700	+24%	\$ 7,965	-0.5%
1988	2,194	+44%	\$18,099,588	+49%	\$ 8,250	+4.0%

Source: Planning, Housing and Development Services Department Records

2. Type of Housing Units.

Exhibit 3 highlights the distribution of key housing types in Pasadena (see Table 1 for city-wide data).

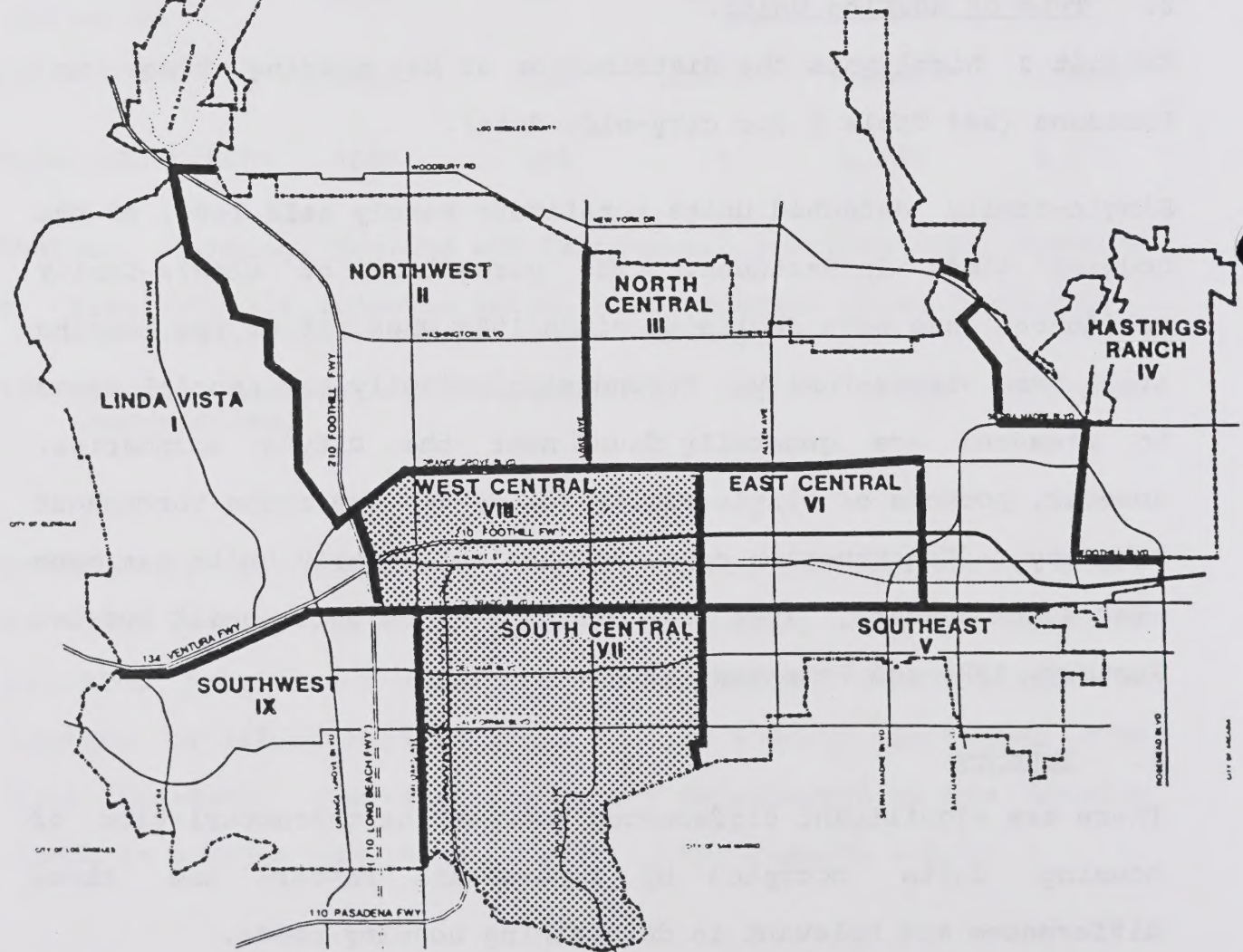
Single-family detached units constitute nearly half (48%) of the housing stock in Pasadena. The percentage of single-family residences has been declining since 1980 when 51% of the housing stock were single-family. Strong single-family residential areas in Pasadena are generally found near the City's boundaries. However, pockets of single-family residences are found throughout the City. Construction of detached single-family units has been slow since January, 1984 (144 units or 6% of units built between January, 1984 and December, 1988).

3. Tenancy.

There are significant differences between the characteristics of housing units occupied by owners and renters and these differences are relevant in determining housing needs.

City of Pasadena
Type of Housing Units

	Citywide Pct.
Single Family (Detached)	48 %
Multi-Family	52 %
-Single Family Attached	(6 %)
-2 to 4 units	(8 %)
-5 + units	(38 %)



12

In 1980, 21,494 (or 46%) of the housing units in Pasadena were owner-occupied and 25,562 (54%) were renter-occupied. If these percentages are the same in 1989 as they were in 1980, there are now 23,937 owner-occupied units and 28,101 renter-occupied units in the City. Exhibits 4 and 5 illustrate the distribution of owner-occupied and renter-occupied units in each City subarea and highlight the subareas which are above the City-wide percentages.

4. Vacancy Rate.

The 1980 U. S. Census indicated that Pasadena had 2,627 vacant housing units and an overall vacancy rate of 5.29%. (see Table 4). The State Department of Finance estimated the vacancy rate for Pasadena in 1989 to have decreased to 4.96%.

The U.S. Census figures for vacancy rates include units for sale and rent as well as units categorized as held for occasional year-round use and "other vacant." The "other vacant" category is defined as all vacant units not included in previous categories held for year-round use, such as caretaker units, pending settlement of an estate, pending repairs or held off the market by owner for personal reasons. If only the units available in the market for sale or rent are considered as vacant, the actual vacancy rates are much lower.

Although 1980 figures might no longer be applicable in 1989, they indicate that vacancy rates vary in different parts of the City. A greater concentration of vacant units was found in the Northwest, Southeast, South Central, West Central, and East Central areas. Pasadena has a significant number of vacant

EXHIBIT 4

City of Pasadena

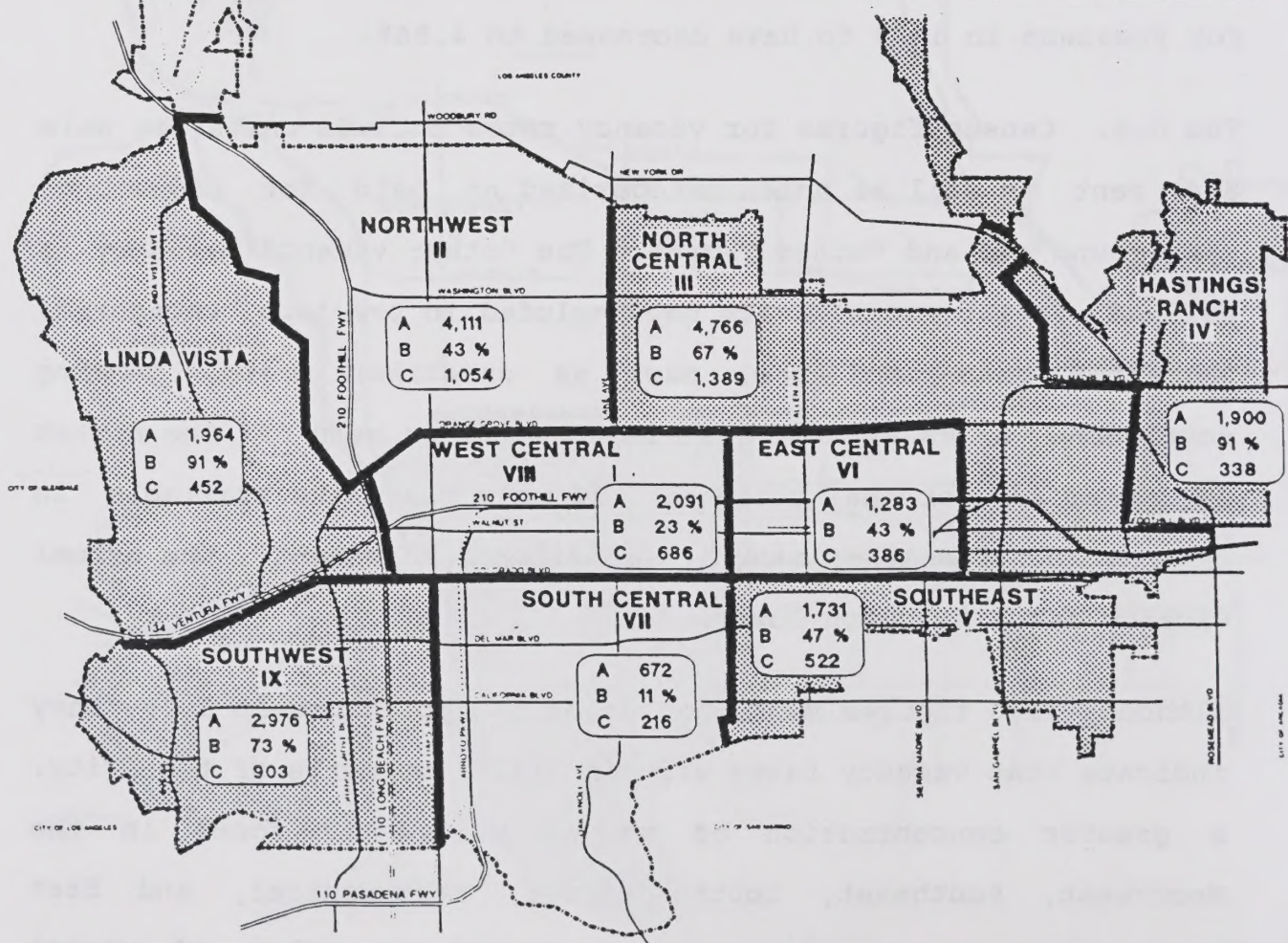
Owner Occupied Units

Citywide:	Number	% of total housing units
Total Owner Occupied Units	21,494	46%
Total Units Occupied by Owners 65 years old and above	5,945	28%

LEGEND

- A Number of owned units within Subarea
- B % of ownership within Subarea
- C Number of units occupied by owners 65 years old and above by Subarea

 Subareas with ownership above 46%



Source: 1980 U.S. Census

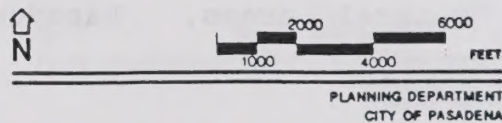


EXHIBIT 5

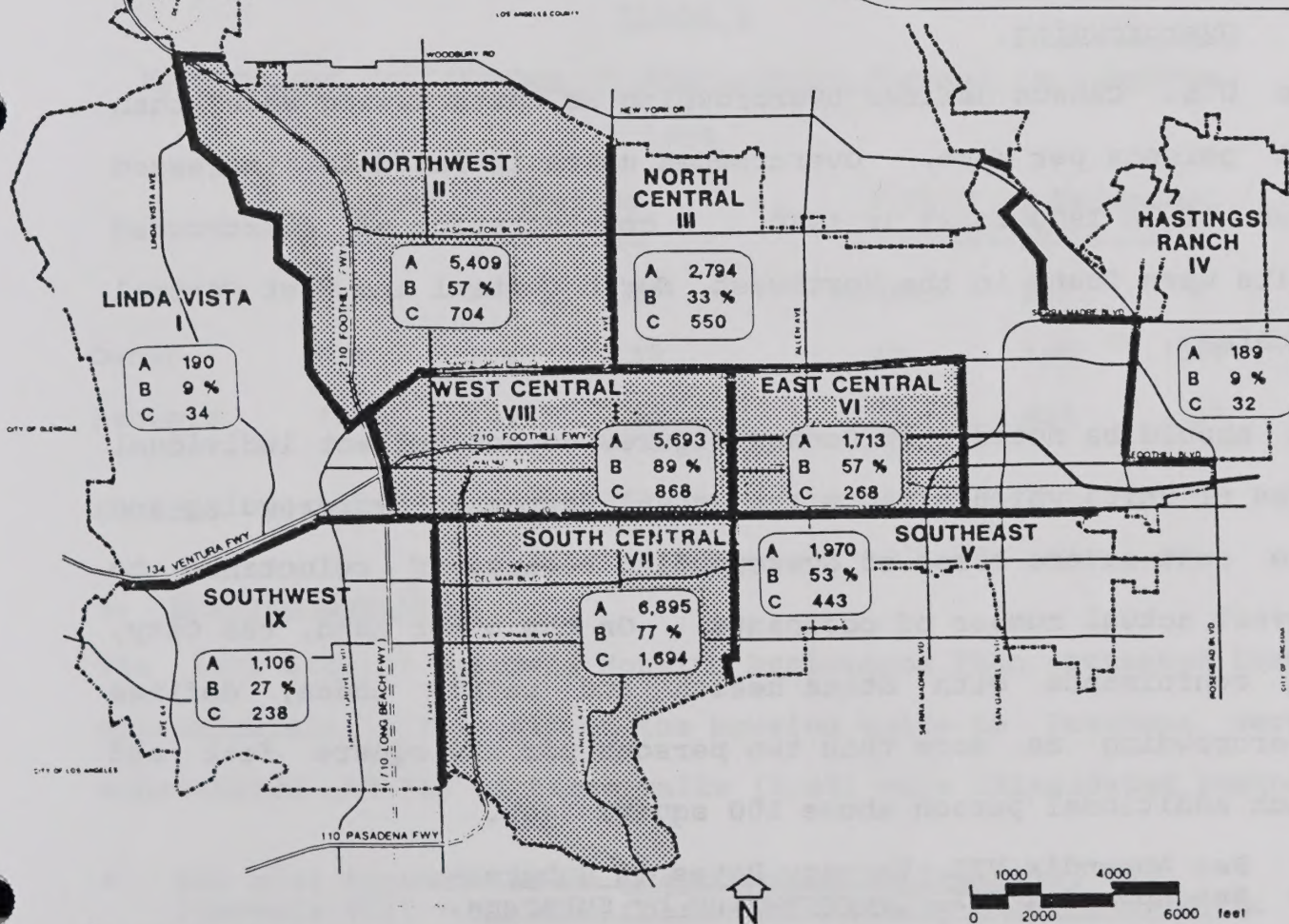
City of Pasadena Renter Occupied Units

Citywide:	Number	% of total housing units
Total Renter-Occupied Units	25,562	54%
Total Units Occupied by Renters 65 years old and above	4,831	19%

LEGEND

- A Number of renter-occupied units within Subarea
- B % of renter-occupied units within Subarea
- C Number of units occupied by renters 65 years old and above by Subarea

 Subareas with renter-occupied units above 54%



Source: 1980 U.S. Census

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housing units which are not in the market. These were greatly concentrated in the Northwest and South Central subareas.

Table 4
1980 Vacancy Rates*

<u>Type of Vacant Housing Unit</u>	<u>No. of Vacant Units</u>	<u>Percent of Total Vacant</u>	<u>Vacancy Rate</u>
For sale	537	20	1.10
For rent	<u>942</u>	<u>36</u>	<u>1.90</u>
Total available vacant	1479	56	3.00%
Held for occasional use	145	6	.29
Other vacant	<u>1003</u>	<u>38</u>	<u>2.00</u>
TOTAL VACANT	2627	100	5.29%

Source: 1980 U.S. Census

5. Overcrowding.

The U.S. Census defines overcrowding as units having more than 1.0 persons per room. Overcrowded units in Pasadena increased from 5% in 1970 to 8% in 1980. A concentration of overcrowded units were found in the Northwest, North Central and West Central Subareas. **

It should be noted that Census figures do not reflect individual size of units which affects the actual degree of overcrowding and the most severe cases of overcrowding because of reluctance to reveal actual number of occupants. On the other hand, the City, in conformance with State health and safety codes, defines overcrowding as more than two persons per 250 square feet and each additional person above 100 square feet.

* See Appendix VII, Vacancy Rates in Subareas.

** See Appendix VII, Overcrowding by Subareas.

There is no question that overcrowding is present in Pasadena. The increased cost of housing has resulted in many cases of doubling up. Additionally, affordable units are often smaller units which might not fit the renter household. However, a comparison of unit size and household size by tenancy in 1980 (Table 5) indicates that, in general, Pasadena's housing is accommodating its population without major overcrowding. Owner-occupied units have more bedrooms per unit than what is warranted based on persons per unit. Contributing to this are single, elderly homeowners and those single persons who prefer to purchase units with more bedrooms than required, because they will offer a better resale value.*

Table 5

Persons per Unit/Number of Bedrooms by Tenancy in Pasadena

1980

	<u>Number of Persons Per Unit</u>			<u>Number of Bedrooms Per Unit</u>		
	1-2	3-4	5+	None-1	2-3	4
Owner	57%	30%	13%	8%	76%	16%
Renters	72%	20%	8%	56%	42%	2%

Source: 1980 U.S. Census

6. Housing Condition.

The 1988 City of Pasadena Housing Assistance Plan estimated that approximately 3,992 (8%) of the housing units in Pasadena were substandard and 716 of these units (1.4%) were dilapidated beyond

* See also Appendix VII - Overcrowding in Subareas, and Appendix VIII - Housing Characteristics by Subareas: Size.

rehabilitation (see Table 6). This constitutes a slight increase from the number of substandard units indicated in the 1985 Housing Assistance Plan. Most of the increase was in the category of dilapidated, but rehabilitable units.

Table 6
1988 Housing Conditions
(Units)

<u>Tenancy</u>	<u>Standard</u> <u>Sound (%)</u>	<u>Substandard</u> <u>Deteriorated (but</u> <u>rehabilitable) (%)</u>	<u>Dilapidated</u> <u>(beyond reha-</u> <u>bilitation) (%)</u>	<u>Total</u> <u>Units</u> <u>Occupied</u>
Owner	21,246 (92.1)	1,442 (6.3)	379 (1.6)	23,067
Renter	<u>24,940</u> (92.0)	<u>1,834</u> (6.8)	<u>337</u> (1.2)	<u>27,111</u>
TOTAL	46,186 (92.0)	3,276 (6.5)	716 (1.4)	50,178

Source: City of Pasadena 1988 Housing Assistance Plan

The Housing Assistance Plan estimates of substandard units indicate a close split between owner and renter-occupied units. This is contrary to the common belief that owner-occupied units are better maintained than rental units. However, in Pasadena, the higher mobility of renters together with the Occupancy Inspection Program and Quadrennial Inspection Program has probably improved the rental stock. On the other hand, the lower mobility of owners results in less frequent inspections of owner-occupied units unless there are obvious code violations and complaints.

In addition, the age of Pasadena's housing stock is a significant factor affecting housing conditions (see Table 1, page 6, for age of housing).* A City-wide Occupancy Inspection Program enforces the City's Housing Code on rental and ownership units undergoing change of occupancy and the new Quadrennial Inspection Program inspects all of the city's rental housing units every four years. These inspection programs identify major housing code violations. In the next five years, more emphasis will be on correction of violations and providing assistance to violators.

Housing rehabilitation efforts in certain parts of the City are assisted by a City-sponsored residential rehabilitation loan program which offers below-market rate and deferred interest rehabilitation loans to qualified applicants.

Finally, there is a City Urban Conservation Program which encourages preservation and awareness of Pasadena's unique architectural character. A renewed interest in the rehabilitation and preservation of older homes due to their character and livability and the more attractive cost of a rehabilitated unit versus a new unit, helps to maintain and improve the existing housing stock.

* See Appendix VIII, Housing Characteristics by Subarea: Age.

Table 7

Pasadena Population and Household Characteristics

	1980* Census	1987** Estimate	1989*** Estimate
<u>Population</u>	118,550	131,896	132,171
<u>Age</u>			
0-18	29,244	29,960	32,604
19-34	36,632	43,887	40,840
35-64	34,988	39,930	39,008
65+	17,686	18,118	19,718
<u>Race</u>			
White	85,681	90,960	
Black	24,537	30,721	
Other	8,332	2,004	
Hispanic	(21,772)	(31,987) ****	
<u>Handicapped</u>	5,835		
<u>Group Quarters</u>	4,660	5,369	5,226
<u>Households</u>	47,056	53,749	49,115+
<u>Mean Household Size</u> (persons/unit)	2.42	2.35	2.57
<u>Families</u>	27,972		29,362
Married couples with children under 18	9,141		
Single Headed Families	7,158		7,514
Male Headed	1,539		1,616
Female Headed	5,619		5,898
<u>One Person Households</u>	15,810	18,073	16,596
<u>Non-Family Households</u>	3,274		
<u>Large Households (5+ Persons)</u>	4,884	4,656	5,127

Source: * 1980 U.S. Census

** Urban Decisions Systems, Inc. 1/12/88

*** California Department of Finance Estimates 1/1/89

**** Also included in the White, Black and Other categories.

+ SCAG 1988 Estimate

B. EXISTING POPULATION AND HOUSEHOLD CHARACTERISTICS.

An understanding of the population characteristics of Pasadena residents and population trends permit an evaluation of the adequacy of the existing housing stock to meet current, as well as future, housing needs.

1. Population Trends

The State Department of Finance estimated Pasadena's population as being 132,171 people on January 1, 1989 (see Table 7)*. This constitutes an increase of 11.5% from the 1980 Census Bureau figure of 118,550. Population densities ranged from 1.61 persons/acre (Linda Vista) to 21.21 persons/acre (West Central). These densities are up from the 1980 densities of 1.51 and 17.83 respectively. Overall, population and population densities throughout the City have increased.

Pasadena has a good representation of different age groups in its population with the young adult group (19-34 years old) increasing its percentage of total City population. This is particularly significant for housing because this is the group which is beginning to enter the housing market and faces the greatest constraints in finding affordable housing due to the particular stage of their earning career.

In 1987, Pasadena's population was estimated to have been comprised of 69% White, 23% Black, and 8% of other races. This compares to 72% White, 21% Black, and 7% other races in 1980.

* See Appendix IX, Population Characteristics by Subarea; and Appendix X, Population Trends by Subarea

The 1980 figures include an Hispanic population of 18% which increased to 24% in 1987. Therefore, Pasadena's White and other races groups are decreasing while its Black and Hispanic populations are increasing.

2. Household Trends

In 1980 Pasadena had essentially two types of households: families (60%) and one-person households (34%) both having very different housing needs. The small percentage (6%) of non-family households tends to contradict the notion that there is a significant amount of shared housing by unrelated persons in Pasadena.

The greatest concentration of families are found in the northern and western subareas of the City. The number of families has increased from 27,972 in 1980 to 31,204 in 1987. One-person households are concentrated in the South Central and West Central areas in which 54% and 46%, respectively, of the households are persons living alone.

The mean household size in Pasadena for 1989 was 2.57 persons per unit. This is an increase over the 1980 figure of 2.42 persons per household. This increase in household size is probably due to immigration of large and/or extended families.

3. Special Housing Needs: Elderly, Single-Parent Families, Large Households and the Handicapped.

In 1987, Pasadena had more elderly residents than it did in 1980, although they have decreased as a percentage of the total population. The three subareas with the greatest concentration

of elderly persons are Northwest, North Central and South Central.

In 1980, Pasadena had a number of single-headed families (15% of all households, 26% of all families - if the same holds true in 1989 this would include 7,806 households or 20,038 people) of which a majority were female-headed (78%). Of these female-headed families, 42% were concentrated in the Northwest. One-parent families, particularly the female-headed, often find it difficult to meet housing costs and are in need of more support systems than a two-parent family.

Large households (five or more persons in unit) constituted 9% of all households in 1987; almost half of these households are renters. This represents a decrease from 10% in 1980. As indicated in Table 5 on page 17, Pasadena has a sufficient range of housing sizes to accommodate its diverse household sizes with the exception of the large rental households. However, given the previous discussion about overcrowding, the match between large units and large households may not always be met. Under the Growth Management Initiative, all new multi-family projects will be compared with each other with only the best projects receiving permission to build. Priority in the judging process will be given to projects which include three and four bedroom units for large households.

Pasadena has a small handicapped population which has specific housing needs. The State Department of Rehabilitation estimates that approximately 11.3% of the population aged 16-64 are

disabled in some way and of these persons, 3% have specialized housing needs. In Pasadena, these statistics would result in approximately 285 persons in need of accessible housing. The greatest concentration of handicapped persons is found in the Northwest area. Pasadena has recently hired a Disability and Accessibility Issues Coordinator who will assist in ensuring that housing is accessible to all Pasadenans.

While the 4% statistic of Pasadena's population living in group quarters remains the same in 1989 as it was in 1980, the total number has increased from 4,660 to 5,226. These facilities are found in greatest concentration in the Northwest and the South Central subareas.

4. Special Housing Needs: Homeless

The plight of the homeless has become increasingly serious during the last five years. It is not just that the numbers of homeless people has increased, but that there have been changes in the composition of what was traditionally a group comprised primarily of single males. More recent members include the mentally ill left homeless by budget reductions in mental health facilities, people with substance abuse problems and entire families forced through unemployment and/or lack of affordable housing to seek help at shelters. A contributing factor to the problem has been the lack of support at the federal level to provide support for low and moderate income housing.

In California, it is estimated that 100,000 to 250,000 people are homeless. No one can give a completely accurate count of the

homeless population due to the difficulties in quantifying an unstable and fluctuating group. It was estimated in the 1984 Housing Element that the number of homeless persons in Pasadena ranged from 50 to 150. In response to this housing need, an Emergency Housing Ordinance permitting churches and non-profit groups to provide temporary shelters was enacted.

Currently there are seven facilities with 151 beds within the City providing shelter for the homeless. Two of these facilities provide emergency shelter for up to two weeks, while five provide transitional housing for up to two months. In addition, from November through March, 100 beds are available in cold or wet weather through the Emergency Bad Weather Shelter. Table 8 identifies the shelters and the number of beds that they contain.

The Pasadena Area Homeless Coalition conducted a survey in order to determine the unmet needs for homeless people in the area. They found that in fiscal year 1987-88 that 3,256 homeless persons were served by local shelter providers and social service agencies. It is estimated that 1,365 of these contacts were unduplicated (ie. 1,365 different homeless persons were served by these service providers). However, this does not count the number of homeless people that are in the City at any particular time. The various shelter providers were contacted by staff and asked how many people were denied shelter on any night. Total citywide unmet needs ranged from 15 to 22 persons per night. Given that there are 151 beds available on any night, the total homeless population in the City would seem to be 166 to 173 at any given time.

Table 8

Homeless Shelters

Name	Clients	Number of Beds
The Depot	Individuals & Families	20
Shelter Line	Families, Battered Women & Children	30
Hestia House	Women With/Without Children	15
Haven House	Battered Women With/ Without Children	24
Hill House II	Women With/Without Children (Battered)	15
Hill House	Single Men	17
Door of Hope	Two-Parent Families	30
Emergency Bad Weather Shelter	Individuals & Families	(100)
Total		151
(Total including bad weather shelter)		(251)

The Depot has an additional 40 bed shelter under construction which is scheduled to open in the fall of 1989.

However, this figure may not be accurate given the numbers of people who do not use homeless shelters or who do not apply for social services. In addition, this figure does not take into consideration people who live in cars, families doubling up in apartments or people who are one paycheck away from being homeless. The Census Bureau will do a special count of the homeless population nationwide in 1990.

5. Employment and Unemployment

In 1980, Pasadena had a resident work force of 58,840 which included 2,855 unemployed persons (4.9%). Of those employed, 44% worked in Pasadena and 26% worked in the City of Los Angeles. The 1980 Census also revealed that the resident labor force grew 16.8% since 1970. It has a prevalence of white collar workers (65.2%) of whom one-half work in service related industries. The 1984 Industrial-Commercial Employment Project (ICE) reported that 84,314 people were employed in 3,327 worksites in Pasadena in 1984.

The most important employment trend in Pasadena which may have an impact on housing is the growth of the City as a regional office center since the 1970's. Table 9 indicates the square footage of office development per decade. Office development has more than doubled each decade since the 1940's. Also, 84% of the office development has been constructed since 1960.

Annual office construction averaged 238,600 square feet in the 1970's, but increased to 572,334 square feet in the 1980's. In addition, over 1,800,000 square feet of office space is currently under construction or proposed. Under the Growth Management Initiative (GMI), non-residential development will be limited to 250,000 square feet per year for projects greater than 25,000 square feet. This will significantly limit office development because most of the projects that have been constructed are larger than 25,000 square feet.

Table 9

Office Space Development by Decade

<u>Decade</u>	<u>Estimated Total Square Feet</u>	<u>Percent Increase By Decade</u>
Pre-1940	880,000	-----
1940 - 1949	136,000	-----
1950 - 1959	476,000	350.0%
1960 - 1969	1,115,000	234.2%
1970 - 1979	2,386,000	214.0%
1980 - 1988	4,578,670	191.9%
Total Office Space	9,571,670	

*Source: Pasadena Planning Department

C. EXISTING HOUSING MARKET CHARACTERISTICS.

This section describes housing affordability (i.e. the ability of Pasadena's residents to pay the cost of rental and ownership housing), and Pasadena's regional housing market.*

1. Income/Level of Payment Compared to Ability to Pay.

Pasadena residents can be grouped into different income categories as defined by percentages of the median income (family and households) for Los Angeles/Long Beach PMSA (Primary Metropolitan Statistical Area). These categories are defined as very low income (below 50%), low income (50% to 80%), moderate income (80% to 120%) and upper income (above 120%). These income categories are used by the Southern California Association of Governments (SCAG) to determine regional housing needs.** In 1980, as in previous federal censuses, the income distribution of the Pasadena population indicated a significant percentage of both low and upper-income groups in the City (see Table 10). Within Pasadena, the low-income group is primarily concentrated in the Northwest and West Central subareas. Other income groups are more evenly distributed throughout the City.*

* See Appendix XI - Distribution of 1979 Income Groups Within Subareas; and Appendix XII - Distribution of 1979 Income Groups in Subareas.

** Income categories differ from those used in federal programs which define low/moderate income levels as below 80% of the median income

Table 10

1980 Income Distribution*

<u>Income Level</u>	<u>Percent of Families</u>	<u>Percent of Households</u>	<u>Percent of Households as Adjusted by SCAG**</u>
Very Low (below 50%)	22	27	17
Low (50%-80%)	18	16	26
Moderate (80%-120%)	20	18	18
Upper (Over 120%)	<u>40</u>	<u>39</u>	<u>39</u>
	100%	100%	100%

Source: 1980 U.S. Census

* Based on percentages of 1980 U.S. Census median family and household incomes of Los Angeles County.

** The Southern California Association of Governments adjusted to avoid impaction of lower income households (June, 1988) and utilized this distribution to determine future housing need by income distribution.

Table 11 further compares 1980 Pasadena income by tenancy (owner-renter households) and the percentage of each group paying more than 30% of their income for housing. This table indicates that renters have significantly lower income than owners and that the percentage paying above 30% for housing decreases as income increases for both groups. It also indicates that 72% of the very low income group and 56% of the low income group are spending a greater proportion of their income on housing than has been determined as desirable.

Table 11

1980 Income by Tenancy and Ability to Pay

Income Groups	Percent of Owner Households	Percent of Owners paying above 30% for housing	Percent of Renter Households	Percent of Renters paying above 30% for housing	Total*	Percent of Total Households paying above 30% for housing
Very Low	13	52	35	78	26	72
Low	13	38	24	63	20	56
Moderate	12	32	17	30	15	31
Upper	<u>62</u> 100%	15	<u>24</u> 100%	7	<u>39</u> 100%	12

Source: 1980 U.S. Census

* Income distribution varies from the income distribution used by SCAG figures because the latter were adjusted to reflect household size, reduction of impaction, etc.

2. Cost of Housing.

a. Housing Value.

In 1980, over one-half (56%) of the housing in Pasadena was in the lowest value range. These units were concentrated in the Northwest and North Central subareas. Approximately one-third of the units (31%) were in the middle value range. These were better distributed throughout the City with some concentrations in North Central, Hastings Ranch, and Southwest subareas. Finally, only a small percentage (13%) of the units were in the highest price range and these were concentrated in the Linda Vista, South Central, and Southwest subareas.

The 1980 median housing value indicated that only 22% of the families and 16% of the households in Pasadena could afford to buy the median priced home based on 2.5 times individual income. However, lenders are currently using up to 3.0 times individual income to determine ownership eligibility.

Housing costs are increasing dramatically in Pasadena, and in the entire Southern California region. In 1988, according to the Pasadena/Altadena Board of Realtors, the average price of housing units sold was \$235,688. This is an 80% increase over the average selling price of \$130,574 in 1982.

b. Rental Rates.

Although actual rental rates have changed, the 1980 Census indicated that there was a good distribution of rental rates in the City covering almost all rental ranges.

To gain a picture of current rental rates, a 1983 survey of rental units advertised in the Pasadena Star-News classified advertisements was updated in 1988. (See Table 12)

This limited survey indicates that rents have increased an average of 41 percent between 1983 and 1988. The average rent in 1988 for a multi-family unit was \$655 and \$898 for a single family detached house. The survey is greatly limited in that it only includes units advertised in the local newspaper. Given the current low vacancy rates, many units are not advertised. Also, lower priced units are usually not advertised nor are they as likely to become vacant.

* See Appendix XIII, Housing Value and Rental Value by Subarea.

Table 12
Rental Housing Survey 1983 - 1988

<u>Houses</u>					
<u>1983</u>			<u>1988</u>		
<u>No. of Bedrooms</u>	<u>Sample Units</u>	<u>Avg. Rent</u>	<u>Sample Units</u>	<u>Avg. Rent</u>	<u>Percent Increase</u>
None	-	-	2	\$ 475	-
1	8	\$373	7	\$ 533	43%
2	21	\$564	15	\$ 844	50%
3	14	\$881	16	\$1,103	25%
4	3	\$583	3	\$1,362	134%*
TOTAL	46	\$629	42	\$ 898	43%

<u>Multiple Units</u>					
<u>1983</u>			<u>1988</u>		
<u>No. of Bedrooms</u>	<u>Sample Units</u>	<u>Avg. Rent</u>	<u>Sample Units</u>	<u>Avg. Rent</u>	<u>Percent Increase</u>
None	13	\$329	12	\$ 456	39%
1	72	\$436	87	\$ 554	27%
2	61	\$537	76	\$ 770	43%
3	2	\$717	5	\$1,084	51%*
4	-	-	1	\$ 990	-
TOTAL	148	\$472	181	\$ 655	39%

Source: Pasadena Star News, Sunday, August 14, 1983 and Sunday, August 14, 1988.

* Not significant, too small a sample.

c. Housing Affordability.

On the basis of the income distribution of Pasadena residents and Pasadena's housing and rental values, as described in the 1980 U.S. Census, Pasadena was somewhat short of units with rents affordable for the very low but had more than sufficient units affordable to the other income groups (see Table 13). However, Table 5 on page 17 indicates that the match between income and ability to pay begins to breakdown for the very low-income

groups. Given the income levels of Pasadena renters, most of them could not enter the ownership market (see Table 14).

Table 13
Rental Affordability

1980						
Renter Households Income Levels	Number of Renter Households	Per-cent	Afford-able Rental Rates (1)	Units Within Affordable Rates (2)	Per-cent	Affordable Units - Renter Households
Very. Low (\$8,146)	8,865	35	Below \$204	8,377	33	94.5
Low (\$ 8,147 - \$13,033)	6,142	24	\$205 - \$326	9,278	37	151.0
Moderate (\$13,034 - \$19,549)	4,250	17	\$327 - \$489	6,041	24	142.1
Upper Above (\$19,550)	<u>5,984</u>	<u>24</u>	Above \$490	<u>942</u>	4	<u>16.0</u>
	25,241	100%		<u>399 (3)</u> 25,037 (4)	<u>2</u> 100%	

- (1) Based on 30% of monthly income
- (2) Distribution of rental rates as in Table 14
- (3) No Cash Rent
- (4) Sample

Source: 1980 U. S. Census

The Census also indicated that on the basis of the same income ranges and housing values, only 16% of the households and 22% of the families in Pasadena could afford to enter the home ownership market. Fortunately, 46% of all Pasadena housing units already are owner-occupied.

Table 14

1980 Housing (Ownership) Affordability
For Renters

<u>Renter</u> <u>Households</u> <u>Income</u> <u>Levels</u>	<u>Number</u> <u>of</u> <u>Renter</u> <u>Households</u>	<u>Income</u> <u>Available</u> <u>to Service</u> <u>Mortgage*</u>	<u>Serviceable</u> <u>Mortgage(13%</u> <u>Interest Rate,</u> <u>30 Year Fixed</u> <u>Rate)</u>	<u>Affordable</u> <u>Price of</u> <u>Housing, (10%</u> <u>Down Payment</u> <u>Assumed)</u>	<u>1980</u> <u>Units</u> <u>Within</u> <u>Price</u> <u>Range</u>
		<u>Yearly</u>	<u>Monthly</u>		
Very Low (\$8,146)	8,865	\$2,248	Below \$204	Below \$17,216	\$19,129 269
Low (\$8,147 - \$13,033)	6,142	\$2,249 - \$3,909	\$205 - \$326	\$17,218 - \$27,514	\$19,130 - \$30,571 712
Moderate (\$13,034 - \$19,549)	4,250	\$3,910 - \$5,865	\$327 - \$488	\$27,515 \$41,270	\$30,572 - \$45,856 1,200
Upper Above (\$19,550)	<u>5,984</u>	Above \$5,865	Above \$488	Above \$41,270	\$45,851 <u>15,602</u>
	25,241**				**17,783

Source: 1980 U.S. Census, Pasadena Planning Department

* Based on 30% of monthly income

** Sample

3. Regional Housing Market.

Pasadena may have sufficient housing to accommodate all of its housing needs, and it must be noted that the City is part of a large regional housing market which provides extensive housing opportunities.

Table 15 illustrates the number of available units and the vacancy rates in 1989 for surrounding communities. This table indicates that in 1980 only one other city had lower rents than Pasadena, but that several cities had lower median housing values than Pasadena.

Table 15
Greater Pasadena Housing Market -
Housing Units for Pasadena and
Surrounding Communities*

1980 - 1989

Housing Units

	<u>Single</u> <u>Family*</u>	<u>Multiple</u> <u>Family*</u>	<u>Total*</u>	<u>Housing</u> <u>Median</u> <u>Value</u> <u>(1980)**</u>	<u>Median</u> <u>Rent</u> <u>(1980)**</u>	<u>Percent</u> <u>Vacant*</u>
Alhambra	13,918	15,578	29,496	\$ 85,300	\$252	4.76
Arcadia	12,012	7,357	19,369	139,500	296	4.24
Burbank	21,340	18,707	41,047	94,600	257	4.19
Glendale	27,959	40,990	68,949	115,500	257	2.79
La Canada/ Flintridge	6,493	484	6,977	172,500	397	1.68
Monrovia	8,158	5,344	13,502	79,600	243	4.34
Monterey Park	13,829	6,121	19,950	96,500	266	3.93
Pasadena	27,862	24,176	52,038	91,500	238	4.96
Rosemead	11,507	2,766	14,273	70,000	234	3.41
San Gabriel	7,283	5,647	12,930	86,100	250	5.54
San Marino	4,417	60	4,477	200,000	500	1.34
Sierra Madre	3,720	1,281	5,001	110,900	273	6.04
South Pasadena	5,400	5,458	10,858	122,500	273	4.37
Temple City	<u>9,866</u>	<u>1,640</u>	<u>11,506</u>	86,700	272	2.69
Total	173,764	135,609	310,373			

Source: * 1989 estimates by California Department of Finance
 ** 1980 U.S. Census

III. EVALUATION OF PASADENA HOUSING ACTIVITIES 1984 - 1989 WITHIN THE FRAMEWORK OF THE 1985 HOUSING ELEMENT

Pasadena has continued to take a strong and active role in helping to meet the housing needs of the City through the formulation of housing policies and the implementation of a series of housing programs which are sensitive to the characteristics of its existing population and existing housing stock. The City has also taken responsibility to meet its fair share of affordable housing for low and moderate income households.

The City's current housing policies were adopted by the City Board of Directors in 1985 as part of the revised Housing Element of the Comprehensive General Plan, of which this report is an update.

The 1985 Housing Element addressed the issues of housing supply, affordable housing, housing quality, neighborhood preservation, and public/private partnership for housing, through a series of program recommendations. Primary responsibility for these programs rests with the Planning, Housing, and Development Services Department and the Housing and Development Department. These Departments are responsible for staffing all committees and commissions which are involved in the development or implementation of housing programs. These include the Planning Commission, whose responsibility is long range housing policies, the Housing Authority which administers the City's subsidized housing program, and the Community Development Committee which recommends housing policies and programs for redevelopment

project areas. Other City Departments also are involved in some aspect of Pasadena's housing programs.*

The City of Pasadena, through its elected officials, has taken a series of actions which further direct housing policies and activities for the years to come.

Pasadena has been experiencing significant development activity, which, in a built-up City can create conflicts between established residential areas and the new uses. On this issue, Pasadena has taken a strong position on the preservation and enhancement of the City's neighborhoods and on the creation of a balance between housing and neighborhood quality and economic growth.

In 1983, the City Board of Directors appointed a Development Mitigation Task Force to assess the cumulative impacts of new commercial and office development on the traffic, housing and air quality in Pasadena. In July of 1986, the Board of Directors adopted the Task Force recommendation which would provide relocation benefits for persons who occupy any building to be demolished or converted for office use. In addition, the Board of Directors authorized a study which would carefully evaluate the employment/housing trends of new office development so that the exact nature of the impact could be determined.

In 1986, the Board of Directors initiated a study of multi-family residential zoning districts of the city which were not developed

* See Appendix XIV for a description of Pasadena's organizational structure for housing and Appendix XV for a description of Pasadena's housing programs.

to the allowed density. This resulted in downzoning of several neighborhoods to a less dense multi-family zoning district or in some cases to single family zoning. In addition, the Board of Directors adopted new development standards for all new multi-family residential development which will require that new development is of a high quality and will be compatible with the existing housing in the neighborhoods.

The Board of Directors, in August 1987, created the Housing Task Force for the purpose of developing and presenting recommendations to the Board regarding policies and programs for meeting the housing needs of the residents of Pasadena. The Task Force was directed to give particular attention to the housing needs of low and moderate income households, including special housing user groups such as the elderly, the disabled, the homeless, and residents of Single Room Occupancy (SRO) facilities. A major reason for the creation of the Task Force was the need to formulate development and spending policies for use of housing funds to be made available under Senate Bill 481. This legislation, which became effective in January 1988, created new housing trust funds for the development of affordable housing by the city.

In March of 1989, the voters of Pasadena approved a citizen sponsored Growth Management Initiative (GMI). This initiative will be in effect for ten years and will be adopted as the Growth Management Element of the Comprehensive General Plan. There are several aspects of the GMI which will have an impact on housing.

The GMI requires a discretionary demolition process for any affordable housing unit proposed to be demolished. Affordable housing to be demolished must be replaced on a one-for-one basis. A developer proposing to demolish affordable housing must either replace the affordable housing with new affordable housing on the project site, or pay an in-lieu of between \$22,000 and \$31,000 to the City. The City will use these fees to replace the affordable housing elsewhere in the City.

Under GMI, there is a limit of only 250 new residential dwelling units per calendar year. Housing projects must compete with one other to receive an allocation of these limited units. Greater weight in the judging process will be given to projects which provide affordable housing and those projects which provide larger housing units. All new major non-residential projects will also be compared with one another to determine which project(s) will provide the greatest benefit to the City.

Housing units which are exempt from the 250 unit limit include: units which are guaranteed to be affordable to low and moderate income persons for 20 years; units in a redevelopment area; single-family homes on legally recorded lots; and a second unit in multi-family residential zones. One of the criteria for judging these non-residential projects will be the impact on the City's existing and future supply of affordable housing.

The following evaluation of the 1985 Housing Element is conducted within its five goal categories: Housing Supply, Affordable Housing, Housing Quality, Neighborhood Preservation, and Public/Private Partnership for Housing.

A. GOAL CATEGORY: HOUSING SUPPLY

OBJECTIVE 1. NET ADDITION OF A MINIMUM OF 1,835 HOUSING UNITS.

In the five year period between 1984 and 1989, 2,318 units were constructed and 661 units were demolished resulting in a net gain of 1,660 units during the five year period. This is 175 units or 9.5% short of the objective.

OBJECTIVE 2. THE PRESERVATION OF 175 HOUSING UNITS WHICH WOULD OTHERWISE BE DEMOLISHED AND RECOVERY OF HOUSING UNITS PRESENTLY HELD OFF THE MARKET.

The only City program which currently has the ability to prevent demolition of housing units is the Cultural Heritage Ordinance which requires approval by the Pasadena Cultural Heritage Commission prior to demolition of a housing unit over fifty years old. In fiscal year 1987/88, of 136 demolition applications, nineteen stays of demolition were issued. Five of these nineteen units were relocated in Pasadena and surrounding communities. In the next five years, the Cultural Heritage Ordinance should be expanded to include authority over demolitions of "Structures of Merit".

Under the Growth Management Initiative, a powerful tool for protecting affordable housing is the discretionary demolition process which requires one-for-one replacement of affordable housing to be demolished.

OBJECTIVE 3. DEVELOPMENT OF VACANT LAND WITHIN THE CITY OF PASADENA.

PROGRAM 1. VACANT UNDERUTILIZED INFILL PROJECT. The 1981 vacant land survey was updated in 1985 and again in 1989. In addition, a housing capacity study was undertaken in 1988 to determine the

potential number of housing units in the city under theoretical buildout. A Planned Development (PD) District was established for 16.4 excess acres of Pasadena Unified School District property. This PD will enable a private developer to construct 184 ownership units (20 single family detached and 164 single family attached) using zero lot lines. This project is currently under construction. The units are being sold at market rate with prices of the units ranging from \$250,000 for the condominiums to \$350,000 for the detached units. They are included in the total number of units provided for the upper income group under the Regional Housing Needs Assessment (RHNA).

A 29 unit condominium infill project is being developed on city owned land. This project includes 15 three bedroom units and 14 two bedroom units. Although this is not a low income project, the sales prices of \$140,000 to \$152,000 are well below the median sales price in Pasadena.

PROGRAM 2. CREATE AN R-1A OVERLAY ZONE.

This program was not accomplished. It is not included as a program in the 1989 Element.

PROGRAM 3. RENTAL MORTGAGE REVENUE BOND.

In 1985, the city used a \$21,080,000 bond to facilitate the development of 256 rental units on three sites. Twenty percent of the units were affordable to low income renters.

PROGRAM 4. RESIDENTIAL MORTGAGE REVENUE BOND.

This program was completed prior to 1984.

PROGRAM 5. HOUSING OPPORTUNITIES IN EXISTING STOCK.

The City is actively promoting housing in downtown Pasadena through the rehabilitation of 140 Single Room Occupancy (SRO) housing units in the former Y.M.C.A. building and the addition of 494 units in the Civic Center West mixed use project. The City is providing \$3.35 million in financing for the project from redevelopment tax increments. In addition, the City is providing a \$1.19 million bridge loan to the developers pending approval of a loan from the State for these funds. This is a project being developed by a joint venture of two non-profit housing development corporations. One of the non-profit corporations is experienced in developing and the other is new. The City is providing technical assistance to the joint venture.

PROGRAM 6. DEVELOPMENT IMPACTS ON HOUSING.

The Development Mitigation Task Force carefully studied the impacts of new office development on housing and presented its findings to the Board of Directors in 1986.

PROGRAM 7. ANTI-DISPLACEMENT STRATEGY.

In 1986, the Board of Directors approved the Development Mitigation Task Force recommendation to provide relocation benefits to persons displaced by a new office use. No relocation fees were paid during the 5 year review period.

PROGRAM 8. SPECIAL HOUSING NEEDS.

The City of Pasadena has been active in assisting the homeless population. The City matches grant money provided by the McKinney Act to assist three emergency year-round shelters, as

well as the Bad Weather Shelter during winter months. Funds from the Community Development Block Grant were provided to construct a new Emergency Shelter facility. The Lutheran Social Services Agency was loaned \$315,000 to purchase a house for a transitional shelter. The City also takes a strong role in the housing needs of the elderly. Currently, the City is undertaking a joint venture to buy and rehabilitate the Concord building which is comprised of 150 units for elderly, Section 8 recipients. The City's participation assures that the units will remain available for such persons after the current Housing and Urban Development loan expires.

PROGRAM 9. FAST TRACKING RESIDENTIAL PROCESSING.

In 1987, the City adopted a policy of 30 day plan check turnaround for all projects. The computerized parcel management system continues to be used to expedite the permitting process.

B. GOAL CATEGORY: AFFORDABLE HOUSING

OBJECTIVE 1. DEVELOPMENT OF APPROXIMATELY 200 OWNERSHIP UNITS.

Through the Villa-Parke ownership program, 88 ownership units were constructed in 1987. This shortfall is the consequence of limited local funding and an escalating local real estate market.

OBJECTIVE 2. DEVELOPMENT OF APPROXIMATELY 300 RENTAL UNITS.

Through the density bonus program and the rental revenue bond issue, approximately 110 affordable rental units were produced. The density bonus program was not used extensively by developers given the high rental rates in the City.

OBJECTIVE 3. FULFILLMENT OF APPROXIMATELY 3% (ANNUALLY) OF LOW-INCOME HOUSING ASSISTANCE NEEDS.

PROGRAM 10. SUBSIDIZED HOUSING.

The Pasadena Housing Authority manages 967 Section 8 certificates and 191 Section 8 vouchers. Forty-one percent of these are provided for senior citizens.

PROGRAM 11. ZONING INCENTIVES. (ongoing)

The Density Bonus program has been operating since 1982 and provides a 25% density bonus to developers who sign a covenant to guarantee 25% of their units to remain affordable to low and moderate income groups for thirty years. Sixty-five affordable units have been built through this program in the past five years.

PROGRAM 12. ALTERNATIVE FINANCING MECHANISMS.

The Community Development Department uses a Silent Second Trust Deed Program to low and moderate income households who could not otherwise afford to purchase a home. Under this program, the City provides the difference between the amount that low and moderate income households qualify for and the actual cost of a unit. When a unit is sold, this money is returned to the City. Forty one of these Silent Second Trust Deeds were provided in the Villa Marengo project. In addition, "gap" financing is provided for rental projects with repayment through rent receipts, and long-term land leases. These programs not only maximize low and moderate income housing opportunities, but provide a rate of return to the City's housing trust fund.

C. GOAL CATEGORY: HOUSING QUALITY

OBJECTIVE 1. REHAB APPROXIMATELY 150 UNITS ANNUALLY

OBJECTIVE 2. CONTINUE TO SYSTEMATICALLY INSPECT HOUSING UNITS
THROUGHOUT THE CITY.

PROGRAM 13. OCCUPANCY INSPECTION PROGRAM (OIP) AND

PROGRAM 14. CONCENTRATED CODE ENFORCEMENT (ongoing)

The Occupancy Inspection Program (OIP) requires the inspection of every dwelling unit at change of occupancy. An average of 2,000 units are inspected annually as a result of this program. In 1987, the Quadrennial Inspection Program was established for the purpose of inspecting every multi-family dwelling unit in Pasadena once every four years. This program will result in the inspection of 6,000 units per year.

PROGRAM 15. PASADENA LOAN PROGRAM (PLP)

This program is no longer in existence.

PROGRAM 16. NEIGHBORHOOD HOUSING SERVICES (NHS) (ongoing)

The Neighborhood Housing Services (NHS) is currently under contract with the City to administer the residential rehabilitation program being funded with Community Development Block Grant (CDBG) funds. NHS is able to leverage the CDBG funds through the sale of CDBG-funded rehabilitation loans on the secondary market, which allows for a faster replenishment of the housing loan fund than would be realized with the longer term repayment by the borrowers.

PROGRAM 17. MAINTENANCE ASSISTANCE SERVICES TO HOMEOWNERS (MASH)

The MASH program provides exterior house painting, yard clean-up, minor repairs, installation of dead bolt locks, low flow shower heads, and smoke detectors for very low income homeowners. This CDBG funded program primarily benefits elderly homeowners who cannot make needed repairs without assistance. During the 1984-1989 period, MASH provided the following services:

Houses painted	245
Yards cleaned	273
Minor home repairs	147
Dead bolt locks	70
Smoke detectors	336*
Shower heads	156**

* Fiscal years 1988-89 only

** Fiscal years 1987-89 only

PROGRAM 18. DEFERRED LOAN PROGRAM (ongoing)

The Pasadena Housing Authority operates the Rental Rehabilitation Program which offers deferred payment loans to owners of multi-family rental properties for the purpose of rehabilitating substandard units occupied by very low and low income renters. The interest-free loans are repaid in one lump sum at the end of the ten-year term.

PROGRAM 19. REDUCED OVERCROWDING STRATEGY

There is no formal policy to reduce overcrowding, however in cases of health or safety violations, code enforcement inspectors will inspect and seek corrections of serious overcrowding. In the next five year planning period, the problem of overcrowding will be studied to determine if a formal program of correction can be developed.

D. GOAL CATEGORY: NEIGHBORHOOD PRESERVATION

OBJECTIVE 1. RESOLVE LAND USE CONFLICTS IN RESIDENTIAL NEIGHBORHOODS AS IDENTIFIED BY ZONING CODE REVISIONS.

PROGRAM 20. RESIDENTIAL ZONING CODE REVISIONS (ongoing)

The zoning code was substantially revised in 1985 utilizing an extensive public participation program. Protection of neighborhoods was an important goal of the revised zoning code. The revised code refined the allowable uses permitted in and adjacent to neighborhoods and provided for additional separation between adjacent uses. Zoning is no longer cumulative - residential uses are not allowed in the General Commercial (CG) and General Industrial (IG) zoning districts. In 1988, the zoning code and the land use element of the general plan were amended to allow residential structures which are non-conforming in their existing zoning district to be rebuilt if destroyed by fire.

OBJECTIVE 2. ESTABLISHMENT OF 500 NEIGHBORHOOD WATCH GROUPS, PARTICULARLY IN AREAS OF LOW PARTICIPATION AND/OR HIGHER CRIME RATES.

OBJECTIVE 3. REDUCE CRIME AND IMPROVE PUBLIC SAFETY SERVICES FOR NEIGHBORHOODS.

PROGRAM 21. NEIGHBORHOOD WATCH PROGRAM (ongoing)

Pasadena has 600 neighborhood watch groups. Approximately 45 new groups are formed each year. The Pasadena police department contacts each group at least four times per year. There can be additional contacts depending upon the level of criminal activity in a neighborhood, or due to requests from the individual groups. The police department has community meetings, produces a crime

prevention newsletter and provides crime statistics on a block-by-block basis.

PROGRAM 22. NEIGHBORHOOD SURVEY PROGRAM (ongoing)

The neighborhood survey program is continuing to survey Pasadena neighborhoods to identify their unique cultural and architectural characteristics. Twenty-eight surveys have been completed comprising approximately 25% of the city's neighborhoods.

E. GOAL CATEGORY: PUBLIC/PRIVATE PARTNERSHIP FOR HOUSING

OBJECTIVE 1. ESTABLISHMENT OF A HOUSING DEVELOPMENT CORPORATION BY END OF 1985.

PROGRAM 23. HOUSING DEVELOPMENT CORPORATION

Three non-profit housing development corporations are currently developing housing in Pasadena: Neighborhood Housing Services, Community Design Center, and the Pasadena Housing Alliance.

OBJECTIVE 2. CREATION OF A \$40 MILLION JOINTLY FUNDED MORTGAGE POOL BY JULY 1986.

This objective was not met.

PROGRAM 24. NEIGHBORHOOD HOUSING SERVICES (ongoing)

NHS continues to operate as outlined in Program 16 above.

PROGRAM 25. REDEVELOPMENT (ongoing)

The Housing and Development Department continues to produce and assist housing in the redevelopment areas. Eighty-eight ownership units were constructed in the Villa-Parke area. Additionally, a 29 unit townhouse project is being developed in the Lincoln Triangle area and a mixed use project containing 494 residential units is proposed in the downtown Civic Center area.

The Community Development Commission is able to generate money from the tax increments from redevelopment projects. This ability to raise funds gives it more leverage in developing housing units in the City whether they are affordable or market rate. In addition, housing in redevelopment areas is exempt from the provisions of the recently passed Growth Management Initiative. Under the recent reorganization housing programs were centralized in the newly created Housing and Development Department and a position was created to coordinate all housing programs in the City.

HOUSING ADMINISTRATION PROGRAM

The City has created a new housing division in the Development Department and consolidated all of its housing activities under the direction of the newly created Housing Administrator position. The City's Housing Authority and Community Development Block Grant Program will be transferred to this department.

CONCLUSION

In general, the goals, objectives and programs of the 1985 Housing Element are being successfully carried out. In addition, the City has, in most cases, initiated a number of additional programs to further the City's housing goals. At the same time, most of the programs have identified a continuing need which will require additional support. The experience gained in the implementation of these programs in previous years will provide a good basis for continuing and expanding efforts in the future to meet Pasadena's housing needs.

IV. FUTURE HOUSING NEEDS/INVENTORY OF RESOURCES AND CONSTRAINTS.

The following section summarizes identified housing needs in the City of Pasadena through 1994. The previous description of existing Pasadena housing, population and market characteristics, as well as the evaluation of the existing housing programs help identify future housing needs.

A. HOUSING NEEDS BY 1994/REGIONAL SHARE.

The Southern California Association of Governments (SCAG) has identified current households in need in Pasadena by low and very low income levels and by tenancy (need was established by households paying over 30% of their income for housing as defined by the 1980 U.S. Census.)

Table 16

Pasadena Current Housing Needs

<u>Income Levels</u>	<u>Owners</u>	<u>Percent</u>	<u>Renters</u>	<u>Percent</u>	<u>All Households</u>	<u>Percent</u>
Very Low	1,070	62	6,360	67	7,428	66
Low	<u>653</u>	<u>38</u>	<u>3,140</u>	<u>33</u>	<u>3,792</u>	<u>34</u>
Total	1,723	100	9,500	100	11,220	100
Percent	15%		85%			

Source: Southern California Association of Governments RHNA
Table 1: Existing Need, June 1988

As defined by SCAG, 23% of the households in the City, 4% of Pasadena owners and 19% of the City's renters are paying over 30% of their income for housing. The needs of special renter households are distributed as follows: 2,283 Elderly (24%); 6,469 small family (65%); and 1,066 large families (11%).*

* Source: Housing Assistance Plan 1988-1991

The Southern California Association of Governments also established Pasadena's regional share of future housing needs for the period July 1, 1989 through June 30, 1994.

Table 17

Pasadena Regional Share
Future Housing Needs

Income Levels	Very Low (Below 50%)	Low (50-80%)	Moderate (80-120%)	Upper (above 120%)	Total
Percent of 1980 U.S. Census SMSA Median Income Household Distribution**	17%	26%	18%	39%	100%
Five Year Additional Housing Need (Units)	586	880	602	1,323	3,392
Annual Units Needed	117	176	120	265	678

** Percentages have been adjusted to achieve vacancy goals, reflect demolitions and to avoid impaction.

Source: Southern California Association of Government Regional Housing Needs Assessment, June 1988

B. ABILITY TO MEET REGIONAL HOUSING SHARE

The ability to meet Pasadena's future regional housing needs through 1994, as defined by SCAG (678 units annually, 3,392 housing units between 1989-1994) can be evaluated by analyzing actual average yearly housing activity in Pasadena between January 1984 - December 1988.

1. Housing Activity by Type and Number of Units.

Pasadena's regional share from 1984 - 1989 (Regional Housing Allocation Model [RHAM] April, 1983) was 3,316 total units or 663 units annually. In terms of annual housing production, Pasadena

is meeting 70% of its need in total units constructed. (Table 18) As outlined in Table 17, Pasadena's share of the regional housing need is 678 housing units per year. The Growth Management Initiative (GMI) will not prevent Pasadena from meeting its regional share. Of these 678 housing units per year, 413 are in the categories of very low, low, and moderate income housing units. These units are exempt from the GMI because they are affordable housing units. GMI has a cap of 250 units per year and the RHNA recommends 265 units per year in the upper income category. The additional fifteen units required by RHNA can be met by single family homes, second units on multi-family lots or market rate units in redevelopment areas, all of which are exempt from GMI.

TABLE 18

Housing Activity by Type of Housing Units

City of Pasadena: Average Yearly Performance
January, 1984 - December, 1988

<u>TYPE OF UNITS</u>	<u>UNITS GAINED</u>	<u>PCT</u>	<u>UNITS LOST</u>	<u>PCT</u>	<u>NET GAIN</u>
Single Family (Detached)	33	7%	-86	-65%	-53
Single Family (Attached)	38	8%	0	---	38
2-4 Units	39	8%	-21	-16%	18
5+	<u>355</u>	<u>77%</u>	<u>-26</u>	<u>-19%</u>	<u>329</u>
Total	465	100%	-133	100%	332
(Condominiums)*	(186)	(40%)			(186)

70% of SCAG
identified need

* Condominiums included in 2-4 units and 5+ groups.

Source: Planning, Housing and Development Services Department

2. Housing Activity by Income Groups.

In terms of income groups served, Pasadena is producing sufficient housing units for the moderate and upper income groups, but there is a gap in meeting the needs of very low and low income persons. The gap becomes even more significant if units lost are subtracted, since these were most likely available to low and moderate income persons. Since existing Section 8 new certificates mostly provide for very low income households, it is the low income housing group (between 50% and 80% of the PMSA median income) that is not being addressed by current building activity. It should be noted that low and moderate income housing is exempt from the Growth Management Initiative.

Table 19

Housing Activity by Income Groups

City of Pasadena
January, 1984 - December, 1988

Income Levels	<u>Very Low</u> <u>(Below 50%)</u>	<u>Low</u> <u>(50-80%)</u>	<u>Moderate</u> <u>(80-120%)</u>	<u>Upper</u> <u>(above 120%)</u>	<u>Total</u>
5-year total	29	80	290	1,928	2,327
Annual average	6	16	58	385	465
Percentage of Total	1.3%	3.4%	12.5%	82.8%	100%

3. Housing Activity by Special Low Income Groups.

It is difficult to identify the characteristics of occupants of privately developed new housing units. Information on publicly-assisted housing for the City's 1985-1988 Housing Assistance Plan (HAP) indicates a concentration of units for the elderly and

small families. In the next five years, priority under Growth Management will be given to larger units. The housing needs of Pasadena's diverse population are generally well served by the existing stock. Without government intervention, new construction may not provide the type of housing units best suited for these diverse needs, particularly those with income limitations.

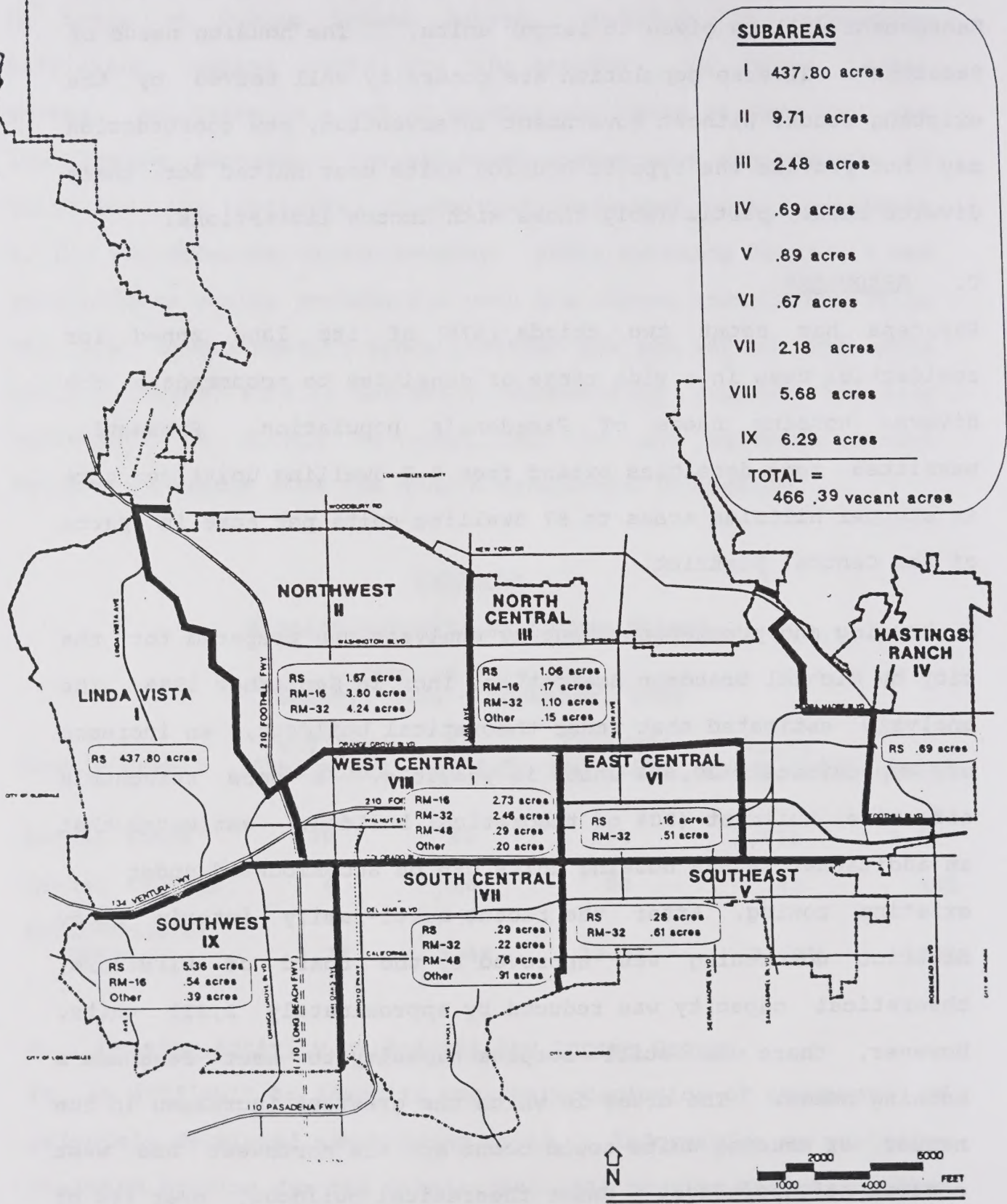
C. RESOURCES.

Pasadena has about two thirds (67%) of its land zoned for residential uses in a wide range of densities to accommodate the diverse housing needs of Pasadena's population. Presently, permitted zone densities extend from 0.2 dwelling units per acre in steeper hillside areas to 87 dwelling units per acre in parts of the Central District.

A housing and population capacity analysis was prepared for the city by Michael Brandman Associates, Inc. in September 1988. The analysis estimated that under theoretical buildout, an increase of approximately 20,656 units is possible. A more reasonable effective buildout (80% of theoretical buildout) estimates that an additional 16,525 housing units can be accommodated under existing zoning. After the recent multi-family interim study district downzoning was approved by the Board of Directors, theoretical capacity was reduced by approximately 2,211 units. However, there is still surplus capacity to meet Pasadena's housing needs. The areas in which the greatest increases in the number of housing units could occur are the northwest and west central neighborhoods. Under theoretical buildout, over 44% of the total city growth would be in these two subareas.

EXHIBIT 6

City of Pasadena Vacant Residential Land



The City of Pasadena also has 466.58 acres of vacant residential land (426.36 acres are in the steep, difficult to develop hillsides of the Linda Vista area, which leaves a net of 40 acres). Its distribution among different residential zones is indicated in Table 20. Development of this vacant land could accommodate 654 additional units (Exhibit 6).

Table 20

Vacant Residentially Zoned Land - 1989 ***

<u>Zone</u>	<u>Vacant Land (Acres)</u>	<u>Maximum Housing Density Permitted</u>	<u>Potential Housing Units at Maximum Density</u>
RS	20.95	2 - 6 du/ac	67
RS (Linda Vista)	426.36	*	71
RM-16	7.24	16 du/ac	105
RM-32	9.14	32 du/ac	275
RM-48	1.05	48 du/ac	47
OTHER **	1.65	up to 87 du/ac	89
TOTAL	466.58 acres		654

Source: Pasadena Planning Department

* Because of steep terrain and Hillside Ordinance only 71 units can be developed in Linda Vista.

** OTHER includes PD-2, CL-SD, CD-5, CD-9 and CD-12

*** See Appendix XVI for list of vacant parcels in 1989

While the vacant residentially zoned land in the City could accommodate the development of 654 additional dwelling units, realistically, the true development potential is considerably below this figure. In many cases, lot size and/or shape has precluded development of certain parcels to maximum density as would parking requirements and marketing factors. Therefore, residential development in Pasadena will be accommodated in both

vacant and underutilized land in the City.

Since Pasadena is a fully developed city with an extensive network of services, its residential underutilized and vacant areas have the infrastructure to accommodate all additional development.

There are other resources in Pasadena which provide opportunities for housing. Manufactured housing is permitted in all residential zoning districts. The requirements are the same as conventional built housing built on the same lot. Pasadena allows Planned Development zoning for projects over 2 acres in size. This zoning allows flexible standards such as zero-lot line development and higher densities.

The adoption of the Energy Element of the General Plan, solar regulations and water conservation sections of the Revised Zoning Ordinance contribute to the achievement of residential development standards that improve housing livability and promote water and energy conservation needs.

D. Constraints Upon the Maintenance, Improvement and Development of Pasadena Housing.

Pasadena is faced with constraints in meeting its identified housing needs, particularly in terms of increasing the supply of low-income housing.

1. Governmental Constraints.

a. Growth Management Initiative (GMI)

In March of 1989, the city voters adopted a Growth Management Initiative (GMI). This growth control program will be in effect for ten years. The GMI provides both constraints and opportunities for Pasadena's housing supply. The GMI will not adversely impact Pasadena's ability to meet its share of regional needs because of the exemptions as outlined below.

Constraints include:

- a limit of 250 housing units each year (with some exemptions);
- a conditional use permit process for all multi-family developments 2 units and above; and
- a requirement that each project "pay its own way", and that the City must recover all costs associated with new projects.

Opportunities include:

- exemption of the following from the terms of the measure:
 - low and moderate income housing,
 - housing in redevelopment areas,
 - second units in multi-family districts and
 - single family housing units on legally recorded lots.
- a requirement of one-for-one replacement of affordable housing which is demolished. This will result in either on-site replacement of affordable housing, or in-lieu fees paid to the City.
- Because the development of the criteria for award of the residential allocation under GMI is under the Board's discretion, it is possible to encourage and/or require the provision of affordable housing over and above the stated exemptions.

b. The Impact of Local Regulations on Housing Supply.

Being an older, fully developed City under considerable development pressures, Pasadena has to take a strong role to protect its neighborhoods from any further encroachment of new development both residential and non-residential. A multi-family residential rezoning program was completed in 1988 which reduced the amount of multiple family residential zoning in order to protect several reasonably intact low density neighborhoods. In addition to reducing the development potential, the City Board felt that the rezoning to a lower density would support housing rehabilitation and neighborhood revitalization efforts in these areas. While the total amount of residential zoning remained the same, there was an increase in single family (RS-6) residential districts and multi-family residential, 16 units/acre (RM-16) districts and a decrease of the denser multi-family residential districts, RM-32 and RM-48. Pasadena has an excess of residential land to meet its future housing needs. As indicated in the resources section, Pasadena still has a wide range of densities to accommodate its diverse population and these higher density residential zones are sufficiently underutilized to accommodate future growth.

At the present time, second units or granny flats are not permitted on single family zoning districts. In 1983, Pasadena adopted findings in accordance with Government Code 65852.2 (c) which stated that second units would not be permitted in single family districts. However, due to an increasing need for affordable housing, this Element recommends that these findings

be repealed and second units be permitted in single family zones (see program 2).

c. Local Regulations - Impact on Housing Development Costs

In February 1989, the City adopted new multi-family residential development standards, the "City of Gardens" guidelines which are intended to permit high intensity residential development to continue in a way which is in keeping with Pasadena's heritage. These new development standards will have new requirements for garden space while reducing setback requirements and will require additional architectural design elements in new multi-family developments of two or more units. Although these new requirements will protect existing neighborhoods by ensuring quality new development, they may temporarily increase the cost of producing new multi-family units, until developers and architects learn how to use the new standards. For new projects which include all affordable units, tandem parking is allowed as a means of reducing development costs.

The City has high standards for its housing supply which are enforced through occupancy and quadrennial inspections. These standards help maintain a high quality supply of housing, but can add to the cost of renting or purchasing housing. These standards are not a major constraint to producing housing, but are a major benefit to ensuring quality housing and livable neighborhoods.

The City's Fee Schedule is attached as Appendix XVII. Over the

past five years, the building fees have not been a constraint to building housing.

Pasadena's parking regulations are often mentioned as a major cost factor in building housing units, particularly rental units. However, parking requirements can be reduced for senior citizen projects and units under 550 square feet. Tandem parking is allowed for affordable housing projects. Additional City requirements for housing development, such as on and off-site improvements, fire prevention and energy conservation measures contribute to better quality, safer and energy efficient units, but add to development costs.

d. Federal and State Constraints.

The City of Pasadena uses Federal Community Development Block Grant (CDBG) funds to carry out some its housing activities, such as low income housing and housing rehabilitation. Any cutbacks in funding will limit the City's ability to continue these activities. Particularly crucial to meeting low income housing needs is the annual Federal allocation of Section 8 Housing Assistance funds. The level of assistance has never been enough for the City to meet its goals in this area.

There are nine projects in Pasadena with a total of 827 units which are currently in danger of conversion to market rate. This is because the owners of the housing are allowed to pre-pay their Section 236 insured mortgages after the first twenty years of the forty-year mortgage term. This pre-payment revokes the HUD regulatory agreement, thereby removing the units from

affordability requirements. Although this problem is being addressed by Congress, the City needs to develop a program to prevent the potential displacement of these tenants.

2. Non-Governmental Constraints.

There are several non-governmental constraints which restrict Pasadena's ability to develop housing. These include land availability and cost, building and financing costs.

Although Pasadena has some vacant developable residential land, it is not plentiful nor in large enough parcels, in most cases, to allow for significant housing developments. Most of the available opportunities involve small scale infill housing development.

Many of these vacant parcels are quickly disappearing. As a result there has been an appreciable rise in the price of vacant residential land in Pasadena.

Perhaps the single most serious constraint to the provision of housing is a source of permanent financing at affordable interest rates of both owner and renter occupied units. Low interest construction financing is also vital in the development of housing for low and moderate income households.

In the next five year planning period, the City will develop ways to work with banks and savings & loans to obtain financing for the construction of affordable housing.

High interest rates in the 1980's have reduced the possibility of

home ownership for most people, in addition to restricting the development of rental housing.

Financing is readily available in all areas of Pasadena. There are no mortgage deficient areas. Because of its proximity to Los Angeles, all of Pasadena is a very desirable housing market.

A major constraint to the maintenance of the affordable housing stock is the pressure for development. Since January 1984, Pasadena demolished an equivalent to 29% of the number of units added. No information is available on whether these units were vacant for a period of time, were substandard or were replaced by a larger number of housing units. However, if they were occupied, the units were probably affordable. Most built-up cities require demolition in order to accommodate new development, but given Pasadena's specific housing needs, new development cannot generate units affordable for a good percentage of its population. The new discretionary demolition process under the Growth Management Initiative should protect Pasadena's existing supply of affordable housing.

E. HOUSING PRODUCTION GOALS 1989 - 1994

During the past five year period, Pasadena met 50 percent of SCAG's identified regional share. Pasadena exceeded its share of upper income housing needed, but was well below the regional need for very low, low, and moderate income housing. Only 17.2% of the new housing constructed over the past five years was for these income groups. According to SCAG, 61% of the new housing should have been for these groups.

Table 21

Housing Production Goals
1989 - 1994

Income Levels	Very Low (Below 50%)	Low (50-80%)	Moderate (80-120%)	Upper (above 120%)	Total
1989 - 1994	200	320	230	1,250	2,000
Annual Average	40	64	46	250	400

Over the next five years, it is realistic to expect that Pasadena can meet approximately 59% of its regional share, or 2,000 units. Under GMI, 250 non-exempt units are allowed each year, or 1,250 during the next five years. The remaining 750 units will be in the very low, low, and moderate income categories, in the same percentages as required in the SCAG Regional Housing Needs Assessment.

Several city-assisted projects are planned during the next five years which will enable the City to meet its goals. These include:

- Civic Center West Project, which includes 394 new housing units (144 of which are very low income units) and rehab of 132 SRO units.
- Lincoln Triangle Neighborhood Revitalization Program - infill development and rehabilitation.
- Concord Elderly Housing Project - acquisition, rehabilitation and operation of 150 units as a joint venture.
- 40 bed Emergency Homeless Shelter is currently under construction.
- Lincoln Mountain "A" Development - up to 90 new housing units (27 of which are low income units) on 3.8 acres.

The following table shows the results of the survey conducted in the year 1964-65. The data is presented in the form of a table with columns for the different categories and rows for the various items surveyed. The table is organized into two main sections: the first section contains the results of the survey, and the second section contains the conclusions drawn from the data.

Category	Item	Value
Very Low	1.00	1.00
	2.00	2.00
	3.00	3.00
	4.00	4.00
Low	5.00	5.00
	6.00	6.00
	7.00	7.00
	8.00	8.00
Medium	9.00	9.00
	10.00	10.00
	11.00	11.00
	12.00	12.00
High	13.00	13.00
	14.00	14.00
	15.00	15.00
	16.00	16.00

The results of the survey indicate that the majority of the respondents are in the 'Very Low' and 'Low' categories. This suggests that the majority of the respondents are in a state of financial distress. The data also shows that the majority of the respondents are in the 'Medium' and 'High' categories. This suggests that the majority of the respondents are in a state of financial stability.

The conclusions drawn from the data are as follows:

- The majority of the respondents are in a state of financial distress.
- The majority of the respondents are in a state of financial stability.
- The majority of the respondents are in a state of financial stability.
- The majority of the respondents are in a state of financial stability.

V. HOUSING ISSUES

The existing Housing Element identified six key housing issues that faced the City. These included the following:

A. An insufficient housing supply to meet future population needs.

Given existing physical and economic constraints, Pasadena has produced a significant number of housing units in recent years. However, the accommodation of these units within a fully developed city, mostly through recycling of less intensive uses, has been at the cost of some existing housing units, particularly the supply of its most affordable units. If the same rate of gain in net housing units continues, the City will not be able to accommodate its expected population growth nor its regional share of housing needs. Therefore, the need for development of new housing units should be balanced with the need to retain existing affordable units. Because the Growth Management Initiative (GMI) has strict requirements for one-for-one replacement of any affordable housing which is demolished, this should solve the problem of retaining existing affordable units.

B. A potential loss of Pasadena's existing housing mix which provide a wide choice of housing types and prices.

The development of condominiums is a positive trend toward home ownership in Pasadena. However, when it is accompanied by a reduction in the development of other housing types, particularly rental and single family units, it has the potential, over time, of reducing housing choice for Pasadena's diverse population.

C. A reduction of affordable housing opportunities for low and moderate income residents.

In 1980, Pasadena had a significant number of rental and ownership housing units within the more affordable ranges. However, many Pasadenans were allocating too large a percentage of their income for housing costs and most renters could not afford to buy a home in the City. Essentially, housing affordability in Pasadena is a problem of fit and accessibility. The significant percentage of the population which is of very low and low income faces even more restrictions, since the existing affordable housing stock is being reduced by demolitions and new housing affordable within these income levels cannot be developed without subsidies in the open market.

D. A varied and aging housing stock occupied by a diverse population.

The variety and age of Pasadena's housing stock, which contributes to its attraction as a residential environment, also operate against its preservation. A diverse population which includes a significant percentage of persons with limited economic resources further compounds the problem of maintaining the housing stock. In addition, a diverse population has a greater need for specific types of housing which the newer developments may find difficult to accommodate.

E. The impact of new development on housing.

Since Pasadena is a city with a full range of land uses competing

for space within a fully developed urban fabric, considerable development pressures are being experienced within the City. For residential areas, conflicts are created by more intensive residential uses nearby as well as commercial and industrial land uses. At the same time, the growth of Pasadena as an employment center generates additional housing demand by new employees who want to live in the City. This increased demand is on a housing market already impacted by low vacancy rates, a constant reduction through demolition of affordable housing units and an inability to build new replacement affordable units.

F. Displacement.

In the 1980's residential displacement is still an important issue in certain new developments. It is important to differentiate between voluntary displacement (sale of property) and involuntary displacement (eviction or forced relocation). There are two types of displacement - primary displacement (directly displaced by new development) and secondary displacement (those displaced by additional housing demand created by employees of these new, job producing developments). Some of the factors which contribute to displacement are: a) destruction of housing units; b) conversion of existing residential units to other uses (usually office or retail); c) increase in costs of existing housing units due to greater housing demand, and d) conversion from rental to condominium units.

These are still critical housing issues facing Pasadena today, although under the Growth Management Initiative (GMI) some of these issues will be mitigated. Additional issues identified at meetings between staff, the general public, housing experts and the Planning Commission/ Community Development Commission Housing Element Subcommittee include the following:

Homelessness

The problem of homelessness has increased in severity in Pasadena over the past five years. The homeless population is changing from the young male substance abuser to include single parent families and most recently two parent families.

Regional Housing Issues

Pasadena is part of the San Gabriel Valley region and of the Southern California region as well. Activities in other cities and the County have impacts on Pasadena's housing costs and supply.

VI. HOUSING PLANNING FRAMEWORK.

The purpose of this section is to outline the goals and objectives of the 1989 Pasadena Housing Element and to set forth the strategies, policies and programs that are necessary to implement these goals and objectives.

A goal is a broad, generalized and value-laden statement that sets an overall direction for action. An objective is a subgoal defined in more precise terms which is to be achieved in advancing toward stated goals. Whenever possible, objectives are expressed in measurable terms.

These goals and objectives are organized within four general goal categories: Housing Supply, Affordable Housing, Housing and Neighborhood Quality and Regional Housing Issues. Two goal categories from the 1985 Housing Element, Neighborhood Preservation and Public/Private Partnership for Housing, were redistributed into the other goal categories and into other elements of the General Plan. Regional Housing Issues is a new category which developed out of a series of neighborhood meetings on housing issues in Pasadena.

Some of the following goals and objectives may address one or more of the four areas of concern. However, they will be placed within the most appropriate areas.

OVERALL HOUSING STRATEGY.

Pasadena's overall strategy for achieving its housing goals is to make more effective use of existing programs by focusing them on priority target areas, by greater coordination between programs and through increased marketing efforts. It also involves concerted efforts to reduce or mitigate the constraints which hinder the production of housing, particularly affordable housing. Major attention would be directed at those areas of housing production costs that promise to yield the greatest proportionate cost reductions (financing and land).

Overall Housing Policies

1. The City shall support equal housing opportunities for all persons regardless of race, age, handicap, marital status, ancestry, national origin, religion, or color.
2. Housing is an important priority for the City.
3. Impact on City housing shall be an important consideration in decisions involving major commercial and industrial developments.
(Impacts should be identified in EIRs.)
4. Preservation of the City's housing stock is a major concern. Before units are removed from the housing inventory, alternatives for preservation must be explored.

A. GOAL CATEGORY - HOUSING SUPPLY

GOAL: THE PROVISION OF AN ADEQUATE SUPPLY AND RANGE (RELATING TO PRICES) OF HOUSING TYPES (SINGLE FAMILY, MULTI-FAMILY, ETC.) THAT MEETS THE NEEDS OF THE PRESENT AND FUTURE POPULATION OF PASADENA.

HOUSING SUPPLY STRATEGY

The strategy to maintain and increase the City's housing supply centers around the following points:

- * Improvement of existing housing mix.
- * Greater utilization of existing housing stock and underutilized land.
- * Bringing vacant residential land into productive use.
- * Through incentives, encouraging production of housing in conjunction with major commercial developments.

HOUSING SUPPLY POLICIES

- * Increasing the supply of rental housing, in particular affordable rental units, to meet the needs of Pasadena residents, is a priority concern of the City.
- * Housing is to be considered the first priority use for all excess publicly owned residentially zoned lands.

A. GOAL CATEGORY - HOUSING SUPPLY

OBJECTIVE A-1: Net addition of 2,000 housing units.

OBJECTIVE A-2: Improve the utilization of existing housing stock and underutilized land.

PROGRAM 1: Re-introduce the R-2 zoning classification where two units per lot are permitted if setback and other code requirements can be met.

PROGRAM 2: Amend zoning code to allow Granny Flats or Second Units.

PROGRAM 3: Amend zoning code to allow residential development in mixed use projects in commercial zones.

OBJECTIVE A-3: Continue to provide for the special housing needs of senior citizens and disabled persons.

PROGRAM 4: Encourage housing which may be adapted for senior citizens and disabled persons which may specifically address medical and independent living needs. Use innovative financing mechanisms and ownership forms for projects that address these needs. Coordinate with the new "Accessibility and Disability Issues Coordinator" to achieve these goals.

PROGRAM 5: Develop strategies to protect the tenants of buildings which will no longer be required to comply with HUD Section 236 mortgage insurance and which may convert to market rate within the next five years.

PROGRAM 6: Assist the existing "shared housing" program for senior citizens and disabled individuals.

OBJECTIVE A-4: Continue to provide for the special housing needs of the homeless using innovative financing mechanisms and creative public/private partnerships.

PROGRAM 7: Continue funding of emergency shelters and encourage the development of additional transitional facilities.

PROGRAM 8: Amend zoning code to allow homeless facilities in multi-family zones through a conditional use permit process and investigate other zoning code barriers to new transitional homeless facilities.

OBJECTIVE A-5: The city shall begin to replace the single room occupancy (SRO) units that have been eliminated from the affordable housing market in the last 10 years.

PROGRAM 9: Amend the zoning code to define and provide appropriate standards for SRO housing using the City of San Diego ordinance as a model.

B. GOAL CATEGORY - AFFORDABLE HOUSING

GOAL: THE PROVISION AND RETENTION OF AFFORDABLE HOUSING OPPORTUNITIES FOR PRESENT LOW AND MODERATE INCOME RESIDENTS.

HOUSING AFFORDABILITY STRATEGY

Providing affordable housing is a difficult task in today's housing market of high land costs and relatively high interest rates. A primary strategy is the need to leverage scarce local resources with State and Federal housing assistance programs and private investment capital generated through such means as the State and Federal Low Income Tax Credit Programs. Given the widening disparity between affordable housing need and local resources, the City must assume a more creative and proactive role in the financing, development, and preservation of affordable housing.

Other approaches to affordable housing include zoning incentives in the form of density bonuses and other means of changing zoning requirements.

HOUSING AFFORDABILITY POLICIES.

- * Increasing the supply of affordable housing, for home ownership and rental alike, is a priority concern of the City.
- * The extent of the City's participation or assistance in the development of housing is to be predicated on the degree to which the resulting units are made affordable.
- * The City will provide incentives including, but not limited to, density bonuses and waiver of certain zoning requirements to developments which include affordable housing units.

B. GOAL CATEGORY - AFFORDABLE HOUSING

OBJECTIVE B-1: Development of approximately 750 new very low, low and moderate income housing units throughout the city.

- PROGRAM 10: Under the Growth Management Initiative, develop an affordable housing linkage fee as a condition of approval of all major projects. Create benefit assessment program for all types of development in the City.
- PROGRAM 11: In the allocation of the limited number of new multi-family housing units under the Growth Management Initiative, give priority in the judging process to projects which include affordable housing as part of the project. Give further priority to larger (3 and 4 bedroom) units over smaller units.
- PROGRAM 12: Promote and encourage the density bonus program.
- PROGRAM 13: Under the Growth Management Initiative (GMI), give priority to commercial projects which have a positive impact on affordable housing.
- PROGRAM 14: Expand the homeownership opportunities program to city-wide application.
- PROGRAM 15: Adopt a "Notice of Program Availability" (NOPA) procedure to identify affordable housing developers.
- PROGRAM 16: Develop a loan program for low income households to meet the security deposit requirement for entering into rental leases.
- PROGRAM 17: Expand the city's authority to undertake the development, ownership and management of affordable housing through a referendum on the ballot under Article 34 of the State Constitution.
- PROGRAM 18: Develop innovative financing mechanisms and ownership forms such as limited equity cooperatives and creative public/private lending partnerships, specifically through such means as the Community Reinvestment Act, to expand low/moderate income homeownership opportunities.

PROGRAM 19: To the extent legally feasible, target housing opportunities to Pasadena residents and to households working in Pasadena, but residing elsewhere.

OBJECTIVE B-2: Promote the rehabilitation of 300 housing units and work to preserve the existing affordable housing supply.

PROGRAM 20: Provide affordable rehabilitation financing for very low income and low income rental units in the Lincoln Triangle and Villa-Parke target areas by combining the Rental Rehabilitation/Section 8 Program with the housing trust fund rehabilitation loan program.

OBJECTIVE B-3: Protect Pasadena's affordable housing by controlling demolition and conversion.

PROGRAM 21: Use the discretionary demolition permit process in the Growth Management Initiative to require one-for-one replacement whenever affordable housing is proposed to be demolished. Any affordable units proposed to be demolished must either be replaced on the site of the new project, or an in-lieu fee paid to the City for the construction of a new affordable housing unit elsewhere in the City.

PROGRAM 22: Expand authority of the Cultural Heritage Commission to review Structures of Merit before demolition. (Such authority was temporarily established over multi-family areas in the Interim Study Areas).

OBJECTIVE B-4: Encourage development of affordable housing by non-profit housing development corporations.

PROGRAM 23: Provide technical assistance and start up funds to non-profit housing development corporations to assist them in building affordable housing.

C. GOAL CATEGORY: HOUSING AND NEIGHBORHOOD QUALITY

GOAL: ELIMINATION OF SUBSTANDARD HOUSING CONDITIONS AND ASSURANCES OF A SAFE, SANITARY HOME IN A SATISFYING RESIDENTIAL ENVIRONMENT FOR ALL PASADENANS.

HOUSING AND NEIGHBORHOOD QUALITY STRATEGY

The City's primary approach to maintaining the quality of its housing and neighborhoods will be one of preventing the spread of blight and deterioration through active and stringent code enforcement. The City's Occupancy Inspection and Quadrennial Inspection Programs will be supplemented in certain target areas by a systematic and concentrated code enforcement effort. In those areas where housing has been allowed to deteriorate, the City will continue to focus its array of housing rehabilitation and neighborhood improvement programs.

HOUSING AND NEIGHBORHOOD QUALITY POLICIES

- * Housing improvements that go beyond mere code compliance are to be encouraged. Emphasis is to be placed on improving livability, reducing maintenance costs, conserving energy and water and accommodating a changing housing market.
- * Housing rehabilitation assistance programs are to be more closely targeted at major pockets of blight or deteriorated conditions.

C. GOAL CATEGORY: HOUSING AND NEIGHBORHOOD QUALITY

OBJECTIVE C-1: Continue to systematically inspect housing units throughout the city.

PROGRAM 24: Continue to implement the Occupancy Inspection Program and Quadrennial Inspection Program.

PROGRAM 25: Provide information and assistance to violators to facilitate the correction of violations.

PROGRAM 26: Concentrate code enforcement activities in major pockets of blight or deteriorated conditions.

PROGRAM 27: Study the problem of overcrowding in housing units. Develop a strategy for reducing the problem.

OBJECTIVE C-2: Rehabilitate 750 units.

PROGRAM 28: Expand the M.A.S.H. program to include minor electrical, plumbing, and roofing repair. Investigate expanding the program to city-wide application.

PROGRAM 29: Combine Housing Authority and Development Department funds to intensify the rental rehabilitation program.

PROGRAM 30: Housing Authority to continue to operate the deferred payment loan program.

PROGRAM 31: Neighborhood Housing Services shall continue to target rehabilitation assistance programs in the Northwest subarea.

OBJECTIVE C-3: Ensure that new multi-family development is of a high quality and compatible with the existing neighborhood.

PROGRAM 32: Implement the City of Gardens ordinance.

D. GOAL CATEGORY - REGIONAL HOUSING ISSUES

GOAL: SUPPORT AND ENCOURAGE PROGRAMS GEARED TO INCREASING AND IMPROVING HOUSING THROUGHOUT THE REGION.

REGIONAL HOUSING STRATEGY

Recognizing that Pasadena is part of a greater region and that regional activities will have a significant effect on Pasadena's housing, the City will take a more active role in both regional policy setting and in ensuring that neighboring jurisdictions are meeting their share of housing needs.

OBJECTIVE D-1: Provide strong and active representation to the Southern California Association of Governments (SCAG) by both City staff and elected officials in that quasi-governmental agency's annual determination of each locality's fair share of attaining regional housing needs.

PROGRAM 33: The City shall annually review the SCAG determination of immediately adjacent localities to determine if they are meeting their fair share and if not, authorize such appropriate action to ensure that localities meet their fair share.

OBJECTIVE D-2: Utilize the 1990 Census of Population and Housing process to assure a complete count and accurate representation of our population.

PROGRAM 34: Planning staff will coordinate with Census Bureau staff in the pre-census and post census procedures to ensure that all our households and population are accurately counted.

PROGRAM 35: Pasadena will assist in publicizing the 1990 Census and its importance.

OBJECTIVE D-3: Take a pro-active role in ensuring that our neighboring jurisdictions meet their share of the existing and future housing needs of the region.

PROGRAM 36: Use the West San Gabriel Valley Planning Association to encourage other cities to meet their housing needs.

2. The study was conducted in a laboratory setting. The participants were randomly assigned to two groups: the experimental group and the control group.

3. The experimental group received the treatment, while the control group did not. The results of the study showed that the experimental group performed significantly better than the control group. This suggests that the treatment had a positive effect on the dependent variable.

4. The study was limited by several factors. First, the sample size was small, which may have affected the generalizability of the results. Second, the study was conducted in a laboratory setting, which may not reflect real-world conditions. Finally, the study did not control for all possible confounding variables.

5. Despite these limitations, the study provides valuable information about the effect of the independent variable on the dependent variable. Further research is needed to confirm these findings and explore the underlying mechanisms.

6. The results of this study have important implications for practice. They suggest that the treatment can be used to improve the outcome of the dependent variable. However, more research is needed to determine the optimal dosage and duration of the treatment.

7. In conclusion, this study found that the treatment had a positive effect on the dependent variable. The results were statistically significant and have important implications for practice.

8. The study was conducted in a laboratory setting. The participants were randomly assigned to two groups: the experimental group and the control group. The experimental group received the treatment, while the control group did not.

9. The results of the study showed that the experimental group performed significantly better than the control group. This suggests that the treatment had a positive effect on the dependent variable.

HOUSING SUPPLY

FIVE YEAR ACTION PROGRAM 1989 - 1994

GOAL: THE PROVISION OF AN ADEQUATE SUPPLY AND RANGE (RELATING TO PRICES) OF HOUSING TYPES (SINGLE FAMILY, MULTI-FAMILY, ETC.) THAT MEETS THE NEEDS OF THE PRESENT AND FUTURE POPULATION OF PASADENA.

OBJECTIVE	PROGRAM	PROGRAM ACTIVITY	RESPONSIBLE AGENCY/PERSON	TIMETABLE
1. Net addition of 2,000 housing units.		Implementation of housing supply programs	Department Heads	June 30, 1994
2. Improve the utilization of existing housing stock and underutilized land.	1. R-2 Zoning	Re-introduce the R-2 zoning classification where two units per lot are permitted if code and setback requirements can be met.	Planning Division	June 1990
	2. Amend Zoning Code to allow Granny Flats or 2nd units.	Amend the zoning code to permit a granny flat or second unit on single family zoned property.	Planning Division	January 1990
	3. Allow Mixed Use Development.	Amend zoning code to allow residential development in mixed use projects in commercial zones.	Planning Division	June 1990
	4. Adaptable housing	Encourage housing that can be adapted for senior citizens and disabled persons.	Housing and Dev. Dept.	July 1990
	5. HUD Section 236	Develop strategies to protect the tenants of buildings which will no longer be required to comply with HUD 236 mortgage insurance.	Housing and Dev. Dept.	January 1990
3. Continue to provide for the special housing needs of senior citizens and disabled persons.	6. Shared housing	City more active in promoting shared housing for senior citizens and disabled persons.	Housing and Dev. Dept.	June 1990
	7. Fund Shelters	Continue funding of emergency shelters and encourage the development of additional transitional facilities.	Housing and Dev. Dept.	January 1990
	8. Allow Shelters in Multi-family Districts	Amend zoning code to allow homeless facilities in multi-family zoned districts.	Planning Division	January 1990
5. The City shall begin to replace the single room occupancy units that have been eliminated from the affordable housing market in the last ten years.	9. SRO housing in zoning code.	Amend zoning code to define and provide appropriate standards for SRO housing using the City of San Diego ordinance as a model.	Planning Division	July 1990

AFFORDABLE HOUSING

FIVE YEAR ACTION PROGRAM 1989 - 1994

GOAL: THE PROVISION AND RETENTION OF AFFORDABLE HOUSING OPPORTUNITIES
FOR PRESENT LOW AND MODERATE INCOME RESIDENTS.

OBJECTIVE	PROGRAM	PROGRAM ACTIVITY	RESPONSIBLE AGENCY/PERSON	TIMETABLE
Development of approximately 750 new low and moderate income housing units throughout the city.	10. Linkage fee	Under the Growth Management Initiative (GMI), develop an affordable housing linkage fee as a condition of all major projects. Create a benefit assessment program for all types of development in the City.	Planning Division Planning & Research Section	January 1990 (Phase III of GMI)
	11. Priority to Multi-family Projects with Affordable Housing	In the allocation of the limited number of new multi-family housing units under GMI, give priority in the judging process to projects which include affordable housing as part of the project.	PHDS Department	January 1990 (Phase III of GMI)
	12. Density Bonus	Promote and encourage the density bonus program.	Planning Division Zoning Section	September 1989
	13. Priority to Commercial Projects with Affordable Housing	Under GMI give priority to to commercial projects which have a positive impact on affordable housing.	PHDS Department	January 1990 (Phase III of GMI)
	14. Homeownership Opportunities Program	Expand the homeownership opportunities program to city-wide application.	Housing & Dev. Dept.	January 1991
	15. NOPA	Adopt a "Notice of Program Availability" (NOPA) procedure to identify affordable housing developers.	Housing & Dev. Dept.	June 1990
	16. Loans for Deposits	Develop a loan program for low income households to meet the security deposit requirement for entering into rental leases.	Housing & Dev. Dept.	January 1992
	17. City to own Manage, Develop	Expand the City's authority to undertake the development, ownership and management of affordable housing through a referendum on the ballot under Article 34 of the State Constitution.	Housing & Dev. Dept.	November 1991

AFFORDABLE HOUSING (con't)

FIVE YEAR ACTION PROGRAM

1989 - 1994

OBJECTIVE	PROGRAM	PROGRAM ACTIVITY	RESPONSIBLE AGENCY/PERSON	TIMETABLE
Development of approximately 750 new low and moderate income housing units throughout the city. (con't)	18. Innovative Financing	Explore innovative financing mechanisms and ownership forms such as limited equity cooperatives and creative public/private lending partnerships, specifically through such means as the Community Reinvestment Act, to expand low/moderate income homeownership opportunities.	Housing & Dev. Dept.	October 1989
	19. Priority to Pasadenaans	In the extent legally feasible, target housing opportunities to Pasadena residents and to households working in Pasadena, but residing elsewhere.	Housing & Dev. Dept.	September 1989
Promote the rehab. of 300 housing units and work to preserve the existing affordable housing supply.	20. Rehabilitation Financing	Provide affordable rehab. financing for very low and low income rental units by combining the Rental Rehab. Section 8 Program with the housing trust fund rehab. loan program.	Housing & Dev. Dept.	July 1989
Protect Pasadena's affordable housing by controlling demolition and conversion.	21. Discretionary Demolition Permit	Use the discretionary demolition permit process in GMI to require one-for-one replacement whenever affordable housing is to be demolished.	PHDS Department	June 1989 (Phase II of GMT)
	22. Cultural Heritage Authority over Structures of Merit	Expand the authority of the Cultural Heritage Commission to review Structures of Merit before demolition.	PHDS Department Urban Conservation	December 1989
4. Encourage development of affordable housing by non-profit housing development corporations.	23. Assist Non-Profit Housing Developers	Provide technical assistance and start up funds to non-profit housing development corporations to assist them in building affordable housing.	Housing & Dev. Dept.	July 1989

HOUSING AND NEIGHBORHOOD QUALITY

FIVE YEAR ACTION PROGRAM 1984 - 1989

GOAL: ELIMINATION OF SUBSTANDARD HOUSING CONDITIONS AND ASSURANCES OF A SAFE,
SANITARY HOME IN A SATISFYING RESIDENTIAL ENVIRONMENT FOR ALL PASADENANS.

OBJECTIVE	PROGRAM	PROGRAM ACTIVITY	RESPONSIBLE AGENCY/PERSON	TIMETABLE
1. Continue to systematically inspect housing units throughout the city. Rehabilitate 750 units.	24. Inspection Programs	Continue to implement the Occupancy Inspection Program and Quadrennial Inspection Program.	PHDS Department (Code Enforcement)	On-going
	25. Assist Code Violators	Provide information and assistance to violators to facilitate the correction of violations.	PHDS Department (Code Enforcement)	On-going
	26. Concentrate Enforcement	Concentrate code enforcement activities in major pockets of blight or deteriorated conditions.	PHDS Department (Code Enforcement)	On-going
	27. Overcrowding Policies	Study the problem of overcrowding in housing units. Develop a strategy for reducing the problem.	PHDS Department	July 1990
	28. Expand MASH Program	Expand the MASH program to include minor electrical, plumbing, and roofing repair. Investigate expanding the program to citywide application.	PHDS Department (M.A.S.H.)	July 1990
	29. Rental Rehab	Combine Housing Authority and Development Department funds to intensify the rental rehabilitation program.	Housing & Dev. Dept.	July 1989
	30. Deferred Loan	Housing Authority to continue to operate the deferred loan program.	Housing & Dev. Dept. (Housing Authority)	On-going
3. Ensure that new multi-family development is of a high quality and compatible with the existing neighborhood.	31. Neighborhood Housing Services	Neighborhood Housing Services shall continue to target rehabilitation assistance programs in the Northwest.	Neighborhood Housing Services	On-going
	32. Implement City of Gardens Ordinance	Implement the City of Gardens Ordinance.	Planning Division	July 1989

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REGIONAL HOUSING ISSUES

FIVE YEAR ACTION PROGRAM

1984 - 1989

GOAL: SUPPORT AND ENCOURAGE PROGRAMS GEARED TO INCREASING AND IMPROVING HOUSING THROUGHOUT THE REGION.

OBJECTIVE	PROGRAM	PROGRAM ACTIVITY	RESPONSIBLE AGENCY/PERSON	TIMETABLE
1. Provide strong and active representation to the Southern Calif. Association of Governments (SCAG) by both city staff and elected officials in the annual determination of each locality's fair share of regional housing needs.	33. Ensure neighbors are meeting housing needs.	The City shall annually review the SCAG determination of immediately adjacent localities to determine if they are meeting their fair share and if not, authorize such appropriate action to ensure that localities meet their fair share.	Planning Division Housing & Dev. Dept. Board of Directors	January 1990
2. Utilize the 1990 Census of Population and Housing to assure a complete count and accurate representation of our population.	34. Coordinate With Census	Planning Staff will coordinate with Census Bureau staff in the pre-census and post census procedures to ensure that all households and population are accurately counted.	Planning Division (Planning & Research)	July 1989
	35. Publicize Census	Pasadena will assist in publicizing the 1990 Census and its importance.	Planning Division (Planning & Research) Public Information Officer	July 1989
3. Take a more proactive role in ensuring that our neighboring jurisdictions meet their share of the existing and future housing needs of the region.	36. West San Gabriel Valley Planning Assoc.	Use the West San Gabriel Valley Planning Association to encourage other cities to meet their housing needs.	Planning Division (Planning & Research)	January 1990

The following information is for your reference only.
It is not intended to be used as a basis for any action.

Item	Description	Amount	Balance
1	Initial deposit	100.00	100.00
2	Monthly contribution	10.00	90.00
3	Interest income	5.00	95.00
4	Withdrawal	20.00	75.00
5	Final balance	75.00	75.00

VII. CONSISTENCY OF THE 1984 HOUSING ELEMENT AND THE OTHER ELEMENTS OF THE COMPREHENSIVE GENERAL PLAN

The 1989 update of the Housing Element is consistent with the existing policies of the other elements of the Comprehensive General Plan. The City is in the process of updating the entire General Plan over the next two years. In addition to the existing elements, a Growth Management Element and an Air Quality Element will be added to the General Plan. The updated Housing Element is particularly supportive or interrelated with the following elements:

A. Land Use Element

The Housing Element supports the established pattern of land uses and the land use intensities of the Land Use Element, since this element accommodates the housing needs identified in the Housing Element.

B. Neighborhood Enhancement Element

The Housing Element goal category of Housing and Neighborhood Quality incorporates the goals of this element within its own objectives.

The Housing Element provides programs for preserving and strengthening Pasadena's neighborhoods and maintaining the City's strong residential qualities; by the improvement of the housing stock and the elimination of areas of blight; increase in neighborhood identity, the conservation of sound neighborhoods, the protection of residential areas from adverse impacts, and the

preservation of a wide range of residential alternatives and amenities.

In addition, the Housing Element encourages citizen participation in the planning process as it relates to housing and neighborhoods.

C. Energy Conservation Element

The updated Housing Element supports the continuance of City's programs to conserve energy and develop energy efficient housing.

D. Economic Development and Employment Element

The policies of this Element, which link economic development to the provision of job opportunities for Pasadena residents and the reduction of the unemployment rate, contribute towards expanded housing accessibility through improved incomes.

E. Growth Management Element

The voters adopted a Growth Management Element in March 1989. The Housing Element is consistent with this new element.

VIII. PROVISION FOR MONITORING AND UPDATING

The City of Pasadena plans to implement the Goals, Objectives, Policies and Programs of the updated 1989 Housing Element through the provision of strong housing administration. These activities include the periodical reporting and evaluation of program progress and the identification (and removal, if possible) of constraints to achieve goals. These written reports will be

submitted to the Planning Commission, Community Development Committee, and the Board of Directors annually. At least one public hearing will be conducted in conjunction with this annual review. The City will update this Housing Element by July, 1994.

IX. PUBLIC PARTICIPATION

This Housing Element update was prepared with considerable input from the residents of the City and representatives of many city organizations.

Staff held three neighborhood meetings, at neighborhood libraries in three different areas of the city, early in the process to gather citizen input on the issues which should be considered in the Element. After the draft Element was prepared, it was sent to all participants. An additional set of three neighborhood meetings were held to receive comments on the draft. Notice of these meetings was through a City newsletter which goes to all utility customers; bi-lingual flyers which were distributed to Pasadena's 70 neighborhood associations; and an advertisement in the local newspaper.

A group of representatives of community organizations met three times to develop issues, goals & objectives, and to review the draft Element.

A Planning Commission/Community Development Committee Housing Element Subcommittee was established to work closely with staff in the revision of the Element. The Planning Commission conducted public hearings on the draft and on the final Element.

Prior to adoption, the Board of Directors conducted a public hearing to solicit further input from all concerned about housing in the City of Pasadena.

X. CONCLUSION

It is evident from the foregoing analysis that Pasadena faces great challenges in meeting the goals and objectives of this Housing Element. Some of the positive housing trends, such as a high level of residential rehabilitation, a strong commitment to the preservation of the housing stock and neighborhoods and an increase in housing values, sometimes contribute to aggravate other housing problems. Among these are less available land to develop new units, the constant increase of housing costs, the low vacancy rates and residential displacement.

Some programs proposed in this Housing Element seem contradictory, particularly in terms of building new housing stock. It is the overall aim of this Housing Element that a balance be achieved by better utilization of existing resources and their tuning to housing needs. It is also clear that these needs will not be met by the City's efforts alone. The resolution of these housing issues to provide a satisfying residential environment for all Pasadena residents will require participation from all sectors of the community.

Finally, the updated Housing Element is seen as a continuing guide to the activities initiated by the City with the implementation of the 1985 Housing Element.

CITY OF PASADENA

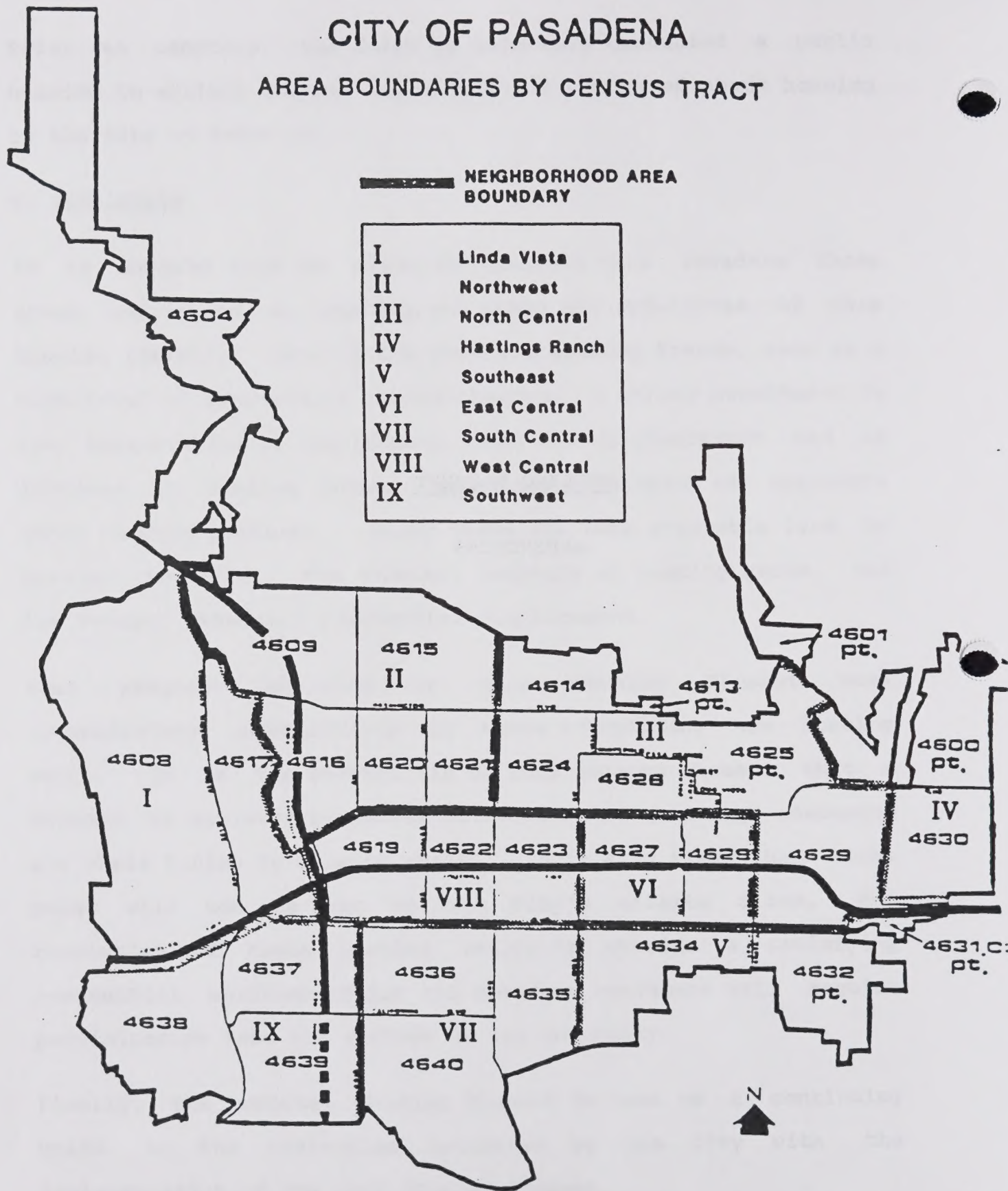
AREA BOUNDARIES BY CENSUS TRACT

HOUSING ELEMENT

APPENDICES

CITY OF PASADENA

AREA BOUNDARIES BY CENSUS TRACT



APPENDIX II

HOUSING CHARACTERISTICS BY SUBAREA

SUBAREAS	I		II		III		IV		V		VI		VII		VIII		IX		TOTAL CITY OF PASADENA	City-wide Percentage
	Units	PCT.	Units	PCT.	Units	PCT.	Units	PCT.	Units	PCT.	Units	PCT.	Units	PCT.	Units	PCT.	Units	Pct.		
ACRES	3,632	-	1812.8	-	1848.1	-	1430.7	-	786.5	-	587.7	-	1584.4	-	847.0	-	13,266		13,855.8	
YEAR ROUND																				
Housing Units	2,225	4	10,042	20	7,398	15	2,166	4	3,891	8	3,181	6	9,732	20	6,785	14	4,263	9	49,683	
Seasonal	3		3		3				9		1		6		5		19		49	
TOTAL HOUSING UNITS	2,228		10,045		7,401		2,166		3,900		3,182		9,738		6,970		4,282		49,732*	
HOUSING DENSITY	.61		5.50		4.00		1.51		4.95		5.41		6.15		8.01		3.23		3.6	
VACANCY (PCT.)																				
Units For Sale/Rent %	2.00		2.70		1.90		2.80		2.60		3.70		4.90		2.70		2.00		3.00	
All Vacant Units %	3.19		5.20		3.29		3.55		4.68		5.82		7.67		6.19		4.25		5.29	
TENANCY																				
Owner Occupied	1,964	91	4,111	43	4,766	67	1,900	91	1,731	47	1,283	43	2,091	23	672	11	2,976	73	21,494	46
Renter Occupied	190	9	5,409	57	2,397	33	189	9	1,970	53	1,713	57	6,895	77	5,693	89	1,106	27	25,562	54
Total Occupied	2,154	100	9,520	100	7,163	100	2,084	100	3,701	100	2,996	100	8,986	100	6,365	100	4,082	100	47,056	947
TYPE OF HOUSING UNITS	(3)				(3)		(3)						(3)							
Single Fam. (Detached)	1,768	79	5,915	59	5,624	79	1,900	88	2,002	52	1,753	55	2,024	21	1,465	21	2,695	63	25,146	51
(Attached)	244	11	518	5	293	4	10	1	129	3	252	8	248	2	428	6	252	6	2,374	5
2-4	41	2	1,187	12	432	6	28	1	266	7	373	12	739	8	943	14	292	1	4,301	9
5+	174	8	2,422	24	809	11	226	10	1,494	38	803	25	6,708	69	3,949	58	1,024	24	17,609	35
		100		100		100		100		100		100		100		100				N/S
Mobile Homes					7				7				13							
Total	2,227(3)		10,042						3,891		3,181		9,719(3)		6,790				49,430(3)	
Condominiums	292	13	17	ng	70	9	113	5	252	6	149	5	1,045	33	46	7	687	16	2,666	100% of City Housing Units

Source: 1980 U.S. Census

(1) Figure reflects adjustment for some uninhibited annexations and land loss due to freeway construction.

(2) Included on single attached and/or multiple categories.

(3) Figures adjusted by 1984 census corrections (differences)

APPENDIX III

PASADENA HOUSING TRENDS BY SUBAREAS

1960 - 1970 - 1980

<u>SUBAREAS</u>		I		II		III		IV		V		VI		VII		VIII		IX		CITY OF PASADENA TOTAL UNITS	CITY OF PASADENA PERCENT CHANGE
		Pct. Ch.		Pct. Ch.		Pct. Ch.		Pct. Ch.		Pct. Ch.		Pct. Ch.		Pct. Ch.		Pct. Ch.		Pct. Ch.			
<u>HOUSING UNITS</u>		Units	Pct.	Units	Pct.	Units	Pct.	Units	Pct.	Units	Pct.	Units	Pct.	Units	Pct.	Units	Pct.	Units	Pct.		
	1960	1,551		9,851		7,017		1,818		3,089		3,445		7,024		8,907		3,985		46,687	
	1970	1,728	11.4	9,448	(4.1)	7,157	2.0	2,011	10.6	3,353	8.5	3,146	(8.7)	8,014	14.1	7,916	(11.1)	4,107	3.1	46,680	.4
	1980	2,228	28.9	10,045	6.3	7,401	3.4	2,166	7.7	3,900	16.1	3,182	1.1	9,738	21.5	6,790	(14.2)	4,282	4.3	49,732	6.1
	1960-80 Change		43.6		2.0		5.5		19.1		26.0		(1.6)		38.6		(23.8)		7.5		6.5
<u>OCCUPANCY</u>																					
<u>Owner Occupied:</u>																					
	1960	1,394		4,883		4,927		1,714		1,733		1,786		2,153		1,561		2,580		22,731	
	1970	1,511	8.4	3,727	(23.7)	4,612	(6.4)	1,732	1.1	1,624	(6.3)	1,192	(33.3)	1,745	(19.0)	834	(46.6)	2,465	(4.5)	19,442	(16.9)
	1980	1,964	30.0	4,111	10.3	4,766	3.4	1,900	9.7	1,731	6.6	1,283	7.6	2,091	19.8	672	(19.4)	2,976	20.7	21,494	10.6
	1960-80 Change		40.9		(15.8)		(3.2)		10.9		(7.1)		(28.2)		(2.9)		(57.0)		15.3		(5.4)
<u>Renter Occupied:</u>																					
	1960	102		4,386		1,862		58		1,227		1,481		4,352		6,460		1,173		21,101	
	1970	174	70.6	5,042	14.9	2,313	24.2	253	36.6	1,625	32.4	1,826	23.3	5,961	37.0	6,451	(.1)	1,509	28.6	25,154	19.2
	1980	190	9.2	5,409	7.3	2,397	20.8	189	(25.3)	1,978	21.7	1,713	(6.2)	6,895	15.7	5,693	(11.8)	1,106	(26.7)	25,562	1.6
	1960-80 Change		86.3		23.3		50.1		22.5		61.2		15.7		58.4		11.9		(5.7)		21.1
<u>TYPE OF HOUSING UNIT</u>																					
<u>Single Family</u>																					
	1960	1,527		7,700		6,463		1,754		2,402		2,792		2,815		3,146		3,077		31,676	
	1970	1,661	8.8	6,561	(14.8)	6,114	(5.4)	1,786	1.8	2,208	(8.1)	2,153	(22.9)	2,545	(9.6)	2,112	(32.9)	2,960	(3.8)	28,100	(11.3)
	1980	2,023	21.8	6,101	(.2)	6,101	(.2)	1,882	5.4	2,131	(3.5)	2,041	(5.2)	2,272	(10.7)	1,894	(10.3)	2,923	(1.3)	27,706	(1.4)
	1960-80 Change		32.5		(10.6)		(5.6)		7.3		(11.3)		(26.9)		(19.3)		(39.8)		(5.0)		(12.5)
<u>5+ Units</u>																					
	1960	N/A		860		159		59		242		182		3,017		3,357		464		8,340	
	1970	57		1,787	107.8	503	216.4	2,02	242.4	730	201.7	499	174.2	4,742	57.2	4,495	33.9	792	70.7	13,807	65.6
	1980	177	210.5	2,421	35.5	834	65.8	212	5.0	1,488	103.8	813	62.9	670	141.3	3,953	(12.1)	1,059	33.7	17,679	28.0
	1960-80 Change				181.5		424.5		259.3		514.9		108.5		122.1		17.8		128.2		112.0

Source: 1960, 1970, 1980 U.S. Censuses

LX 57/44

Housing Unit Changes by Neighborhood Areas

Housing Unit Change By Year

Area	4/1/80 Units Total	Units Added 4/80-12/81	1/1/81 Units Total	Units Added 1/81-12/81	1/1/82 Units Total	Units Added 1/82-12/82	1/1/83 Units Total	Units Added 1/83-12/83	1/1/84 Units Total	Units Added 1/84-12/84	1/1/85 Units Total	Units Added 1/85-12/85	1/1/86 Units Total	Units Added 1/86-12/86	1/1/87 Units Total	Units Added 1/87-12/87	1/1/88 Units Total	Units Added 1/88-12/88	1/1/89 Units Total
LINDA VISTA 1	2,228	9	2,237	6	2,243	0	2,251	3	2,254	0	2,254	(1)	2,253	1	2,254	18	2,272	4	2,276
NORTHWEST 2	10,045	31	10,076	15	10,091	30	10,121	67	10,188	42	10,230	19	10,249	0	10,249	7	10,256	11	10,267
NORTH CENTRAL 3	2,167	4	2,171	6	2,177	4	2,181	(2)	2,179	65	2,244	5	2,249	5	2,254	4	2,258	(5)	2,253
HASTINGS RANCH 4	2,164	0	2,164	13	2,177	3	2,180	0	2,180	3	2,183	0	2,183	2	2,185	4	2,189	0	2,189
SOUTHEAST 5	3,980	20	3,920	17	3,937	10	3,947	(1)	3,946	(5)	3,941	(6)	3,935	54	3,989	14	4,003	19	4,022
EAST CENTRAL 6	3,182	35	3,217	(11)	3,206	25	3,231	(5)	3,226	21	3,247	40	3,287	(14)	3,273	(2)	3,271	56	3,327
SOUTH CENTRAL 7	9,738	149	9,887	(32)	9,855	77	9,927	216	10,143	9	10,152	21	10,173	79	10,252	168	10,420	477	10,892
WEST CENTRAL 8	6,790	17	6,807	0	6,807	129	6,936	(12)	6,924	68	6,992	10	7,002	7	7,009	167	7,176	357	7,533
SOUTHWEST	4,282	7	4,289	14	4,303	(2)	4,301	46	4,347	(2)	4,345	(6)	4,339	2	4,341	(51)	4,288	(11)	4,277
CITY	49,496	272	49,768	28	49,796	279	50,075	312	50,387	201	50,588	82	50,670	136	50,806	327	51,133	983	52,036

APPENDIX V

OWNER OCCUPIED CHARACTERISTICS BY SUBAREA

SUBAREA	I		II		III		IV		V		VI		VII		VIII		IX		CITY OF PASADENA TOTAL	CITY WIDE PCT.
	Units	Pct.	Units	Pct.	Units	Pct.	Units	Pct.	Units	Pct.	Units	Pct.	Units	Pct.	Units	Pct.	Units	Pct.		
Owner Occupied Units	1964	91	4111	43	4766	67	1900	91	1731	47	1283	43	2091	23	672	11	2976	73	21,494	46
65+ Owner Occupied Units	452	23	1054	26	1389	29	338	17	522	30	385	30	686	33	216	32	903	30	5,945	28
<u>UNITS IN STRUCTURE*</u>																				
1 Detached	1592	82	3820	93	4595	95	1794	95	1467	85	1048	82	1354	65	506	75	2266	76	18,392	85
1 Attached	210	11	102	2	116	2	-		61	4	38	3	67	3	58	9	136	5	788	4
2-4	30	1	106	3	57	1	11	1	33	1	26	2	57	3	72	11	91	3	483	2
5+	117	6	98	2	74	2	75	4	170	10	171	13	613	29	36	5	483	16	1,837	9
	<u>*1949</u>	<u>100</u>	<u>4126</u>	<u>100</u>	<u>4792</u>	<u>100</u>	<u>1880</u>	<u>100</u>	<u>1731</u>	<u>100</u>	<u>1283</u>	<u>100</u>	<u>2091</u>	<u>100</u>	<u>612</u>	<u>100</u>	<u>2976</u>	<u>100</u>	<u>21,500</u>	<u>100</u>
<u>BEDROOMS IN STRUCTURE*</u>																				
None	-	-	N/S		N/S		-		1		2		2		4		N/S	N/S	150	1
1	6		12		4		2		7		16		14		18		4		1,690	8
2	30		39		41		17		37		43		27		38		37		7,596	35
3	44		36		42		66		37		35		27		19		41		8,600	40
4	11		9		10		15		10		4		16		18		12		2,378	11
5	9		4		3		-		8		-		14		3		6		1,136	5
	<u>100</u>		<u>100</u>		<u>100</u>		<u>100</u>		<u>100</u>		<u>100</u>		<u>100</u>		<u>100</u>		<u>100</u>		<u>21,500</u>	<u>100</u>
<u>YEAR STRUCTURE BUILT*</u>																				
1970-March 1980	19		5		N/S		5		11		10		16		1		14		7,799	8
1960-1969	12		4		5		8		6		4		12		6		14		1,631	8
1950-1959	32		16		14		75		17		8		10		5		29		4,861	23
1940-1949	17		25		27		12		16		20		10		22		12		4,104	19
1939 and earlier	20		50		54		-		50		58		52		66		31		9,105	42
	<u>100</u>		<u>100</u>		<u>100</u>		<u>100</u>		<u>100</u>		<u>100</u>		<u>100</u>		<u>100</u>		<u>100</u>		<u>21,500</u>	<u>100</u>
<u>YEAR MOVED INTO STRUCT.*</u>																				
1979-80	10		12		9		10		11		21		17		15		10		2,499	12
1975-1978	28		23		22		25		24		26		30		33		28		5,457	26
1970-74	20		15		18		21		15		14		18		13		20		3,725	17
1960-69	21		23		21		20		22		12		17		19		21		4,344	20
1950-59	15		16		17		24		17		12		10		8		14		3,313	15
1940 and earlier	6		11		3		N/S		11		15		8		12		7		3,053	10
	<u>100</u>		<u>100</u>		<u>100</u>		<u>100</u>		<u>100</u>		<u>100</u>		<u>100</u>		<u>100</u>		<u>100</u>		<u>21,391</u>	<u>100</u>

SOURCE: 1980 U.S. CENSUS

*SAMPLE

APPENDIX VI

RENTER OCCUPIED UNITS BY SUBAREA

<u>SUBAREAS</u>	I		II		III		IV		V		VI		VII		VIII		IX		CITY OF PASADENA TOTAL	CITY WIDE PERCENT
	Units	Pct.	Units	Pct.	Units	Pct.	Units	Pct.	Units	Pct.	Units	Pct.	Units	Pct.	Units	Pct.	Units	Pct.		
Renter Occupied	190	9	5409	57	2397	33	189	9	1970	53	1713	57	6895	77	5693	89	1106	27	25,562	54
65+ Renter Occupied	34	18	704	13	550	23	32	17	443	23	268	16	1694	25	868	15	238	22	4,831	19
<u>UNITS IN STRUCTURE</u>																				
1 Detached	112	54	1854	34	1065	45	59	37	461	24	665	38	552	8	831	15	345	31	5,947	23
1 Attached	27	13	395	7	190	8	-	-	67	3	160	9	166	2	358	6	88	8	1,451	6
2-4	12	6	948	18	371	16	15	9	222	11	343	20	618	9	829	15	196	18	3,554	14
5+	57	27	2194	41	734	31	86	54	1221	62	586	33	5546	81	3675	64	477	43	14,575	57
Percent in Subareas	208	100	5391	100	2367	100	160	100	1971	100	1754	100	6895	100	5693	100	1106	100	25,545	100
<u>BEDROOMS IN STRUCTURE *</u>																				
None	-	-	5	-	7	-	-	-	5	-	3	-	13	-	17	-	4	-	2,477	10
1	19	-	40	-	39	-	19	-	50	-	44	-	50	-	54	-	31	-	11,816	46
2	47	-	39	-	41	-	48	-	39	-	43	-	34	-	25	-	42	-	8,930	35
3	19	-	13	-	11	-	30	-	5	-	7	-	3	-	3	-	17	-	1,761	7
4	14	-	2	-	2	-	3	-	1	-	3	-	-	-	1	-	3	-	373	2
5	1	-	1	-	N/S	-	-	-	N/S	-	-	-	-	-	N/S	-	3	-	188	N/S
	100	-	100	-	100	-	100	-	100	-	100	-	100	-	100	-	100	-	25,545	100
<u>YEAR STRUCTURE BUILT *</u>																				
1970-March 1980	27	-	12	-	7	-	-	-	23	-	8	-	21	-	9	-	6	-	3,533	14
1960-69	-	-	19	-	14	-	13	-	22	-	20	-	28	-	23	-	18	-	5,558	22
1950-59	21	-	20	-	19	-	61	-	19	-	21	-	19	-	24	-	24	-	5,292	20
1940-49	23	-	20	-	26	-	26	-	11	-	24	-	10	-	14	-	16	-	4,066	16
1939 and earlier	29	-	29	-	34	-	34	-	25	-	27	-	22	-	30	-	36	-	7,096	28
	100	-	100	-	100	-	100	-	100	-	100	-	100	-	100	-	100	-		
<u>YEAR MOVED INTO STRUCTURE</u>																				
1979-80	41	-	37	-	41	-	55	-	41	-	40	-	40	-	48	-	29	-	10,380	41
1975-78	24	-	38	-	34	-	33	-	38	-	36	-	36	-	35	-	36	-	9,234	36
1970-74	25	-	17	-	14	-	12	-	12	-	13	-	15	-	10	-	20	-	3,538	13
1960-69	8	-	7	-	9	-	-	-	8	-	8	-	8	-	6	-	11	-	1,862	7
1950-59	-	-	1	-	2	-	-	-	2	-	3	-	1	-	1	-	3	-	403	2
1940 and earlier	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	128	1
	100	-	100	-	100	-	100	-	100	-	100	-	100	-	100	-	100	-	25,545	100

SOURCE: 1980 U.S. CENSUS *SAMPLE

APPENDIX VII

VACANCY RATES IN SUBAREAS

SUBAREA	I	II	III	IV	V	VI	VII	VIII	IX	CITY OF PASADENA TOTAL
Total Units	2,225	10,042	7,398	2,166	3,891	3,181	9,732	6,785	4,252	49,683
Units for Sale	37	60	48	47	29	45	204	12	55	537
Units for Rent	8	210	89	14	73	73	273	170	32	942
Subtotal										
All Available Units	45	270	137	61	102	118	477	182	87	1,479
% Vacant	2.0%	2.7%	1.9%	2.8%	2.6%	3.7%	4.9%	2.7%	2.0%	3.0%
Held for occasional use	14	18	16	—	11	12	48	4	22	145
Other Vacant	12	234	90	16	69	55	221	234	72	1,003
Total Vacant	71	522	243	77	182	185	746	420	181	2,627
% Vacant	3.19%	5.20%	3.29%	3.55%	4.68%	5.82%	7.67%	6.19%	4.25%	5.29%

OVERCROWDING IN SUBAREAS

1970	31	897	274	23	106	142	171	488	110	2,242
1980	24	1,488	456	41	160	269	240	907	88	3,674
Difference	(7)	591	182	18	54	127	69	419	(22)	1,432
1970 - 1980										
Pct. Change	(22.6%)	65.9%	66.4%	78.3%	50.9%	89.4%	40.4%	85.9%	(20.0)	64%
Percent of 1980 City Overcrowded Units	N/S	41%	13%	1%	4%	7%	7%	25%	2%	8% of total housing units

SOURCE: 1970, 1980 U.S. CENSUS

APPENDIX VIII

HOUSING CHARACTERISTICS: AGE AND SIZE (Occupied Units)

SUBAREA	I		II		III		IV		V		VI		VII		VIII		IX		CITY OF PASADENA		TOTAL
	Units	Pct.	Units	Pct.	Units	Pct.	Units	Pct.	Units	Pct.	Units	Pct.	Units	Pct.	Units	Pct.	Units	Pct.	Units	Pct.	
YEAR STRUCTURE BUILT																					
1970-80	435	20	880	9	203	3	92	5	646	17	271	9	1,792	20	519	8	494	12	5,332	11	
1960-79	228	11	1,177	13	552	8	180	9	535	15	398	13	2,181	24	1,334	21	604	15	7,189	15	
1950-59	663	31	1,751	18	1,117	15	1,498	73	663	18	473	16	1,495	17	1,386	22	1,107	27	10,153	22	
1940-49	370	17	2,094	22	1,913	27	270	13	487	13	676	22	877	10	942	15	541	13	8,170	17	
1939 or earlier	461	21	3,615	38	3,374	47	---	---	1,371	37	1,219	40	2,641	29	2,184	34	1,336	33	16,201	35	
Total	2,157	100%	9,517	100%	7,159	100%	2,040	100%	3,702	100%	3,037	100%	8,986	100%	6,365	100%	4,082	100%	47,045	100%	
NUMBER OF BEDROOMS																					
0	---		278	3	276	3	---		121	3	75	2	938	10	990	16	49	1	2,627	6	
1	149	7	2,660	28	1,105	15	65	3	1,105	30	978	32	3,745	42	3,201	50	448	11	13,456	28	
2	688	32	3,710	39	2,937	41	390	20	1,411	38	1,308	43	2,865	32	1,653	26	1,564	38	16,526	35	
3	899	42	2,180	23	2,271	32	1,282	63	733	20	556	19	742	8	290	5	1,409	35	10,361	22	
4	245	11	485	5	504	7	286	14	192	5	107	4	352	4	179	3	401	10	2,751	6	
5+	176	8	204	2	166	2	17	---	140	4	13	---	344	4	52	---	212	5	1,324	3	
Total	2,157	100%	9,517	100%	7,159	100%	2,040	100%	3,702	100%	3,037	100%	8,986	100%	6,365	100%	4,082	100%	47,045	100%	

Source: 1980 U.S. Census
Sample of 47,045 occupied units

APPENDIX IX

Selected Population Characteristics By City Subareas

1980 U.S. Census
City Subareas

SUBAREAS	I		II		III		IV		V		VI		VII		VIII		IX		CITY OF PASADENA TOTAL	CITY-WIDE PERCENT
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.		
TOTAL POPULATION	5,500		29,942		18,989		5,817		8,304		7,391		17,401		15,105		10,101		118,550	
Population Density	1.51	1.	16.52		10.27		4.07		10.54		12.58		10.92		17.83		7.61			
YEARS OF AGE																				
0-18	1,164	21.2	10,544	35.2	4,740	25.0	1,403	24.1	1,626	20.0	1,845	25.0	2,255	13.0	3,801	25.2	1,861	18.4	29,244	24.7
19-34	1,092	19.9	8,831	29.5	5,122	27.0	1,134	19.5	2,514	30.3	2,591	35.1	6,750	38.8	6,167	40.8	2,425	24.0	36,632	30.9
35-64	2,449	44.5	7,292	24.4	5,951	31.3	2,667	45.8	2,641	32.0	1,946	26.3	4,895	28.1	3,254	21.5	3,886	38.5	34,988	29.5
65+	795	14.5	3,275	10.9	3,169	17.0	613	10.5	1,511	18.2	1,008	13.6	3,501	20.1	1,883	12.5	1,929	19.1	17,686	14.9
RACE																				
White	4,069	74.0	11,314	38.2	15,961	84.1	5,145	88.4	7,297	88.4	6,218	84.1	15,232	87.5	11,129	73.7	9,315	92.2	85,681	72.0
Black	1,108	28.1	17,212	56.0	1,436	8.0	220	3.8	217	2.6	435	5.9	750	4.3	2,891	19.1	268	2.7	24,537	21.0
Other	323	5.9	1,416	5.8	1,592	8.4	452	8.0	790	10.0	738	10.0	1,419	8.2	1,085	7.2	517	5.1	8,332	7.0
Hispanic	(225)	(4.1)	(7,070)	(23.6)	(3,148)	(16.6)	(371)	(6.4)	(1,239)	(14.9)	(1,826)	(24.7)	(1,587)	(9.1)	(5,359)	(35.5)	(947)	(9.4)	(21,772)	(18%)
HANDICAPPED	248	5.0	2,061	7.0	828	4.0	248	4.0	356	4.0	288	4.0	649	4.0	908	6.0	249	2.0	5,835	
GROUP QUARTERS	11	N/S	1,278	4.0	374	2.0	13	N/S	153	2.0	39	N/S	1,297	7.0	891	6.0	604	6.0	4,660	
TOTAL HOUSEHOLDS	2,154		9,520		7,155		2,089		3,709		2,996		8,986		6,365		4,082		47,056	
Av. Household Size	2.54		3.01		2.60		2.78		2.19		2.45		1.79		2.23		2.33		2.42	
Total Families	1,618	75.1	6,656	70.0	4,976	70.0	1,782	85.3	2,055	55.4	1,785	60.0	3,503	39.0	2,865	45.0	2,730	67.0	27,972	60%
Married Couples/Child 18	501		2,325		1,823		673		618		655		754		1,013		778			
Single Headed Families																				
Male Headed	46		477		239		34		104		91		204		274		70		1,539	
Female Headed	148		2,359		731		136		306		323		616		753		246		5,619	
One-Person Households	411	19.1	2,334	25.0	1,818	25.0	251	12.0	1,381	37.2	975	33.0	4,655	52.0	2,895	46.0	1,090	27.0	15,810	34%
Non-Family Households	125	5.8	530	5.0	361	5.0	56	2.7	273	7.4	236	7.0	828	9.0	605	9.0	262	6.0	32.74	6

Source: 1980 U.S. Census

LX D57/44

APPENDIX X

PASADENA POPULATION TRENDS

1960 - 1970 - 1980

SUBAREA	I		II		III		IV		V		VI		VII		VIII		IX		CITY OF PASADENA	CITY-WIDE
	Units	Pct.	Units	Pct.	Units	Pct.	Units	Pct.	Units	Pct.	Units	Pct.	Units	Pct.	Units	Pct.	Units	Pct.	TOTAL	PERCENT
POPULATION																				
1960	4,747		26,955		19,605	(3.8)	6,675		7,489		8,063		74,312		17,372		11,189		116,407	
1970	4,977	4.8	25,536	(5.3)	18,869	(3.8)	6,419	(3.8)	7,806	4.2	7,490	(7.1)	15,622	9.2	15,092	(13.1)	11,022	(1.5)	113,327	(3.0)
1980	4,500	10.5	29,942	17.3	18,982	.6	5,817	(9.4)	8,292	6.2	7,391	(1.3)	17,401	11.4	15,105	.1	10,101	(8.4)	118,550	4.8
1960-1980 Change		15.9		11.1		(3.2)		(12.9)		10.7		(8.3)		21.6		(13.0)		(9.7)		1.8
HOUSEHOLDS																				
1960	1,496		9,269		6,789		1,772		2,960		3,267		6,505		8,021		3,753		43,832	
1970	1,685	12.6	8,769	(5.4)	6,925	2.0	1,985	12.0	3,249	9.8	3,018	(7.6)	7,706	18.5	7,285	(9.2)	3,974	5.9	44,653	2.0
1980	2,154	27.8	9,520	8.6	7,155	3.3	2,089	5.2	3,709	14.2	2,996	(.7)	8,986	16.6	6,365	(12.6)	4,082	2.7	47,056	5.4
1960-1980 Change		43.9		2.7		5.4		17.9		25.3		(8.3)		38.1		(20.6)				7.4
FAMILIES																				
1960	1,299		6,871		5,430		1,772		2,093		2,324		3,269		4,156		2,963		30,122	
1970	1,417	9.1	5,972	(13.1)	5,156	(5.0)	1,817	5.8	2,102	.4	1,951	(16.0)	3,580	9.5	3,442	(17.2)	2,945	(.6)	28,425	(6.0)
1980	1,618	14.2	6,656	11.5	4,976	(3.5)	1,782	(1.9)	2,055	(2.2)	1,785	(8.5)	3,503	(2.2)	2,865	(16.8)	2,730	(7.3)	27,972	(1.6)
1960-1980 Change		24.6		(8.1)		(8.4)		3.8		(1.8)		(23.2)		(7.2)		(31.1)		(7.9)		(7.1)
ONE-PERSON HOUSEHOLDS																				
1960	154		2,055		1,153		49		762		831		2,860		3,508		662		12,034	
1970	223	44.8	2,504	21.8	1,590	37.9	154	214.3	1,041	36.6	948	14.1	3,797	32.8	2,447	(1.7)	888	34.1	14,592	21.0
1980	411	84.3	2,334	(6.8)	1,818	14.3	251	63.0	1,381	32.7	975	2.8	4,655	22.6	2,895	(16.0)	1,090	22.7	15,810	10.4
1960-1980 Change		166.9		13.6		57.7		412.2		81.2		17.3		62.8		(17.5)		64.7		31.4
AVERAGE HOUSEHOLD SIZE																				
1960	3.17		2.83		2.80		3.76		2.47		2.47		2.04		2.09		2.87		2.57	
1970	2.93	(7.6)	2.77	(2.1)	2.72	2.0	3.23	(14.1)	2.35	(4.9)	2.47		1.92	(5.9)	2.03	(2.9)	2.58	(10.1)	2.45	(5.6)
1980	2.54	(13.3)	3.01	8.7	2.60	3.3	2.78	(13.9)	2.19	(6.8)	2.45	(.8)	1.19	(6.8)	2.23	9.9	2.33	(9.7)	2.42	(1.2)
		(19.9)		6.4		5.4		(26.1)		(11.3)		(.3)		(12.3)		6.7		(18.8)		(5.8)

Source: 1960, 1970, 1980 U.S. Censuses

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APPENDIX XI

DISTRIBUTION OF 1979 INCOME GROUPS WITHIN SUB-AREAS * (Percentages)

INCOME	I	II	III	IV	V	VI	VII	VIII	IX	TOTAL	PCT	NUMBER OF FAMILIES
<u>Families</u>												
Very Low	2%	40%	13%	2%	5%	6%	9%	20%	3%	100%	21	5,821
Low	2%	33%	18%	2%	5%	8%	9%	19%	4%	100%	14	4,021
Moderate	3%	26%	20%	4%	9%	8%	14%	10%	6%	100%	24	6,816
Upper	10%	10%	19%	12%	9%	5%	15%	3%	17%	100%	41 100%	11,442 28,100
<u>Households</u>												
Very Low	1%	28%	13%	-	6%	7%	19%	23%	3%	100%	26	Number of Households 11,085
Low	2%	25%	14%	1%	5%	7%	21%	21%	4%	100%	20	8,287
Moderate	1%	26%	16%	2%	8%	8%	20%	14%	5%	100%	15	6,298
Upper	8%	13%	19%	9%	7%	5%	19%	6%	14%	100%	39 100%	16,436 42,106

*Based on 1980 Pasadena Median Income

SOURCE: 1980 U.S. CENSUS (SAMPLE REPRESENTING 90% OF TOTAL HOUSEHOLDS; 100.5% OF TOTAL FAMILIES)

APPENDIX . XII

DISTRIBUTION OF 1979 INCOME GROUPS IN SUB-AREAS *
(Percentages)

INCOME	I	II	III	IV	V	VI	VII	VIII	IX	CITYWIDE PCT	NUMBER OF FAMILIES
<u>Families</u>											
Very Low	7%	35%	16%	5%	13%	21%	15%	40%	6%	21%	5,821
Low	6%	20%	14%	4%	9%	18%	10%	26%	6%	14%	4,021
Moderate	14%	27%	27%	16%	29%	32%	26%	22%	15%	24%	6,816
Upper	<u>7%</u> <u>100%</u>	<u>18%</u> <u>100%</u>	<u>43%</u> <u>100%</u>	<u>75%</u> <u>100%</u>	<u>49%</u> <u>100%</u>	<u>29%</u> <u>100%</u>	<u>49%</u> <u>100%</u>	<u>12%</u> <u>100%</u>	<u>73%</u> <u>100%</u>	<u>41%</u> <u>100%</u>	<u>11,442</u> <u>28,100</u>
<u>Households</u>											
Very Low	8%	35%	21%	5%	24%	28%	25%	43%	9%	26%	11,085
Low	8%	23%	17%	7%	17%	23%	21%	28%	11%	20%	8,287
Moderate	6%	18%	15%	6%	19%	19%	15%	14%	10%	15%	6,298
Upper	<u>78%</u> <u>100%</u>	<u>24%</u> <u>100%</u>	<u>47%</u> <u>100%</u>	<u>82%</u> <u>100%</u>	<u>40%</u> <u>100%</u>	<u>30%</u> <u>100%</u>	<u>39%</u> <u>100%</u>	<u>15%</u> <u>100%</u>	<u>70%</u> <u>100%</u>	<u>39%</u> <u>100%</u>	<u>16,436</u> <u>42,106</u>

*Based on 1980 Pasadena Median Income

SOURCE: 1980 U.S. CENSUS (SAMPLE OF 100.5% OF FAMILIES; 90% OF HOUSEHOLDS)

APPENDIX XIII
HOUSING VALUE AND RENTAL VALUE BY SUBAREA

PERCENTAGES

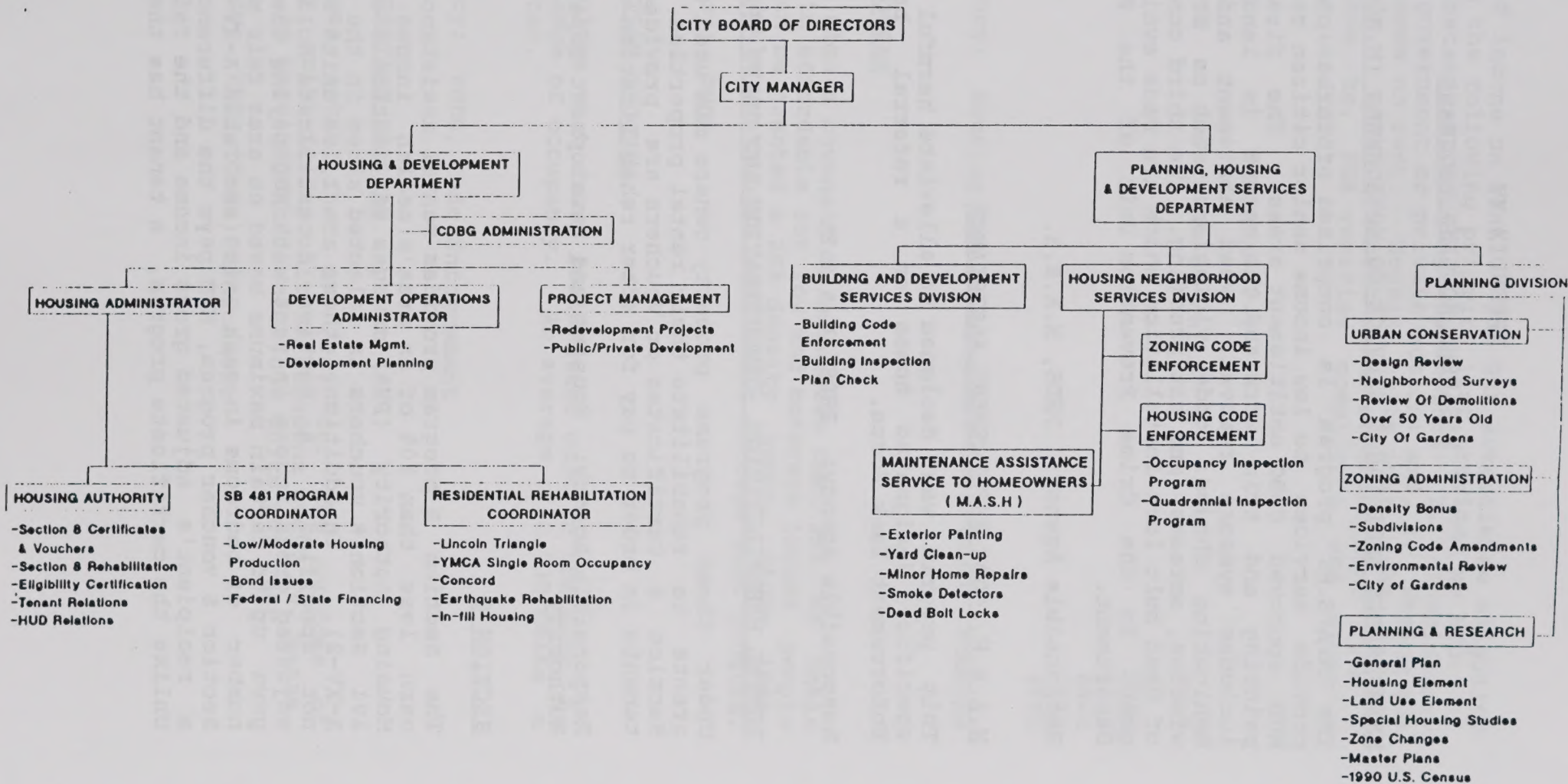
SUBAREA	I	II	III	IV	V	VI	VII	VIII	IX	CITY OF PASADENA		
										Total Pct.	No. of Units	Citywide Percent
<u>HOUSING VALUE</u>												
Below \$99,999	4%	34%	32%	4%	7%	8%	3%	4%	4%	100%	10,000	56%
\$100,000-\$199,000	11%	4%	21%	21%	9%	4%	9%	1%	20%	100%	5,545	31%
Above \$200,000	27%	1%	-	9%	12%	-	22%	-	29%	100%	2,207	13%
											17,783	100%
Median Housing Value	\$162,710	\$59,807	\$83,592	\$127,667	\$104,743	\$80,318	\$159,442	\$65,287	\$154,580		\$92,100	
<u>RENTAL VALUE</u>												
Below \$199	-	29%	10%	-	6%	6%	17%	30%	2%	100%	8,377	33%
\$200-\$299	1%	22%	8%	-	7%	7%	26%	26%	3%	100%	9,276	37%
\$300-\$399	-	11%	10%	1%	12%	8%	41%	12%	5%	100%	4,434	19%
\$400-\$499	1%	8%	10%	3%	10%	7%	48%	7%	6%	100%	1,606	6%
\$500 +	5%	5%	9%	7%	7%	3%	34%	3%	27%	100%	940	4%
No cash rent	8%	20%	16%	2%	10%	5%	20%	11%	8%	100%	399	2%
											25,032	100%
Median rent	\$393	\$203	\$241	\$451	\$267	\$238	\$284	\$209	\$327		\$238	

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SOURCE: 1980 U.S. CENSUS

A-XIII

APPENDIX XIV



APPENDIX XV

PASADENA HOUSING PROGRAMS

MAINTENANCE ASSISTANCE SERVICE TO HOMEOWNERS (M.A.S.H)

The M.A.S.H. program is comprised of three components which provide services to low income senior citizen residents in the HUD approved CDBG entitlement areas. The first is exterior painting and trim work and the second is landscaping. This includes eyesore removal, weed abatement and cutting and manicuring shrubs; code violations such as broken glass in windows, screens, and rat proofing. The third component consists of dead bolt lock installation which are made available through a grant to the Crime Prevention Unit of the Pasadena Police Department.

Responsible Agency: PHDS, M.A.S.H.

M.A.S.H./CODE ENFORCEMENT ASSISTANCE

This program was designed to alleviate harmful conditions to specific designated homes on a referral basis from Code Enforcement Task Force.

Responsible Agency: PHDS, M.A.S.H.

RENTAL REHABILITATION DEMONSTRATION AND GRANT PROGRAMS

Under these programs property owners can use CDBG loans and grants to rehabilitate their rental properties. In addition, Section 8 Certificates or Vouchers are provided for eligible tenants in order to pay for after rehabilitation rents.

Responsible Agency: Housing and Development Department, Housing Authority

SECTION 8

The Section 8 program provides rental assistance to people who earn less than 80% of an area's median income. The Pasadena Housing Authority (PHA) manages 967 Section 8 certificates and 191 Section 8 vouchers in selected sites in the City (see Table A-XV-2). In addition, there are 1,158 units whose location is not specified. A Section 8 certificate holder pays 30% of adjusted gross income in rent with HUD paying the balance. HUD pays up to certain maximums based on area fair market rents and number of bedrooms in each unit (see Table A-XV-1). Under the Section 8 voucher program, HUD pays the difference between 30% of a recipient's adjusted gross income and the fair market rent. Unlike the certificate program, a tenant has the option paying

more than 30% of income on rent. The PHA establishes eligibility lists based upon the following priority list provided by HUD: 1. Living under substandard housing conditions; 2. Involuntary displacement by government or private action; and, 3. Paying 50% or more of income on rent. Housing units must meet federal quality standards. Once a tenant receives commitment from a landlord to lease to, PHA verifies compliance and signs a contract with the landlord.

Table A-XV-1

Number of Bedrooms	Percent of units	Rent
0		\$491
1		\$588
2		\$684
3		\$876
4+		\$990

Responsible Agency: Housing and Development Department Housing Authority

DENSITY BONUS PROGRAM

Developers who sign a covenant to guarantee that 25% of their units will remain affordable for low and moderate income people for 30 years can be granted a 25% density bonus. Since 1982, sixty five affordable units have been built through this program.

Responsible Agency: PHDS

OCCUPANCY INSPECTION PROGRAM

This program requires that every residential unit in the city be inspected at change of occupancy. An average of 2,000 units a years are inspected.

Responsible Agency: PHDS, Code Enforcement

QUADRENNITAL INSPECTION PROGRAM

This program was established in 1987 for the purpose of inspecting every multi-family unit in Pasadena every 4 years. This will result in the inspection of 6,000 units per year.

Responsible Agency: PHDS, Code Enforcement

NEIGHBORHOOD HOUSING SERVICES

The Neighborhood Housing Services (NHS) is currently under contract to administer the residential rehabilitation program being funded with Community Development Block Grant (CDBG) funds. NHS is able to leverage the CDBG funds through the sale of CDBG loans on the secondary market, which allows for a faster replenishment of the housing loan fund that would be realized with the longer term repayment by the borrowers.

FAIR HOUSING COUNCIL OF THE SAN GABRIEL VALLEY

A non-profit organization which provides landlord-tenant counseling and housing referrals. It assists with housing discrimination cases, and locating emergency shelter.

SUBAREA	I	II	III	IV	V	VI	VII	VIII	IX	TOTAL
PROGRAM										
221		Kings Manor 1141 N. Fair Oaks	313							313
Subtotal			313							
221 Section A		La Pintoresca (Nat. Housing) Magnolia Townhouse 1172 N. Raymond (C. Jones)	64 5	Sky Vista Apts. 12 ANA 12, 22 Mar Vista (PHA)						88
Subtotal			69	12						
202						Concord 275 East Cordova (LHMC)	150			150
Subtotal							150			
236/Section A		Washington Townhouses 527 E. Washington (Landlord Mt. Co.) Community Arms 151 E. Orange Grove Blvd. (Barker Mt.) Northwest Manor I 200 E. Mountain (Landlord Prop. Mt.) Northwest Manor II 693-704 E. Mountain (Landlord Prop. Mt.) La Villa Lake 1070 N. Lake (Rnn Louise) Villa Raymond 455 N. Raymond (CA Resources Dev Co)	20 133 44 44 114 61	Villa Yucatan 2186 Villa St. (Landlord Prop Mt.)	14	Green Hotel 50 E. Green (GCK Mt. Co.)	139	Pilgrim Tower North 248 560 E. Villa (Landlord Prop Mt.)		817
Subtotal			416		14		139	248		
231			Sierra Bonita Towers 216 1525 Washing Blvd. (Earl G. Brooks)							216
Subtotal				216						
Section A					1933-35 E Villa 6 52-56 Greenwood 3 167-169 N. Allen 3 37-45 Harkness 12			Pilgrim Tower East 158 440 N. Madison (RHF Mt. Co.) 107-109 N. Michigan 4 (Bernard Wong)		186
Subtotal					24			162		
SUBTOTALS	0	298	228	0	0	38	289	410	0	1,547
Citywide Section A		(Location is not specified)								1,158
TOTAL CITYWIDE										2,705

APPENDIX XVI

PASADENA VACANT SURVEY (ACRES)

ZONE	RS	RM-16	RM-32	RM-48	OTHER	TOTAL. NUMBER	
CEN. TRCT						TOTAL OF UNITS	
AREA I							
4604	0.04	0.00	0.00			0.04	0
4608	10.03	0.00	0.00			10.03	20
4617	1.37	0.00	0.00			1.37	5
Linda Vista *	426.36					426.36	71
subtotal	437.80	0.00	0.00			437.80	96
AREA II							
4609	0.66	0.80	0.84			2.30	40
4615	0.61	1.17	1.00			2.78	54
4616	0.20	1.34	0.25			1.79	29
4620	0.00	0.49	2.15			2.64	77
4621	0.20	0.00	0.00			0.20	1
subtotal	1.67	3.80	4.24			9.71	201
AREA III							
4614	0.17	0.17	1.10			1.44	27
4624	0.00	0.00	0.00			0.00	0
4626	0.00	0.00	0.00			0.00	0
4613	0.00	0.00	0.00			0.00	0
4625	0.00	0.00	0.00		0.15	0.15	13
4629	0.89	0.00	0.00			0.89	2
subtotal	1.06	0.17	1.10		0.15	2.48	42
AREA IV							
4601	0.00	0.00	0.00			0.00	0
4600	0.00	0.00	0.00			0.00	0
4630	0.69	0.00	0.00			0.69	4
subtotal	0.69	0.00	0.00			0.69	4
AREA V							
4634	0.28	0.00	0.61			0.89	22
4632	0.00	0.00	0.00			0.00	0
4631	0.00	0.00	0.00			0.00	0
subtotal	0.28	0.00	0.61			0.89	22
AREA VI							
4627	0.16	0.00	0.51			0.67	15
4628	0.00	0.00	0.00			0.00	0
subtotal	0.16	0.00	0.51			0.67	15
AREA VII							
4636	0.00	0.00	0.22	0.00	0.91	1.13	60
4635	0.00	0.00	0.00	0.76		0.76	36
4640	0.29	0.00	0.00	0.00		0.29	2
subtotal	0.29	0.00	0.22	0.76	0.91	2.18	98
AREA VIII							
4619	0.00	2.73	1.23	0.00	0.20	4.16	83
4622	0.00	0.00	0.00	0.00		0.00	0
4623	0.00	0.00	1.23	0.29	0.00	1.52	51
subtotal	0.00	2.73	2.46	0.29	0.20	5.68	134
AREA IX							
4637	0.00	0.00	0.00		0.39	0.39	12
4638	2.01	0.00	0.00		0.00	2.01	10
4639	3.35	0.54	0.00		0.00	3.89	20
subtotal	5.36	0.54	0.00	0.00	0.39	6.29	42
TOTAL	447.31	7.24	9.14	1.05	1.65	466.39	654

Source: Planning Housing and Development Services Department April 1989

* Area 1 has 426.36 acres of vacant land not individually identified. Because of steep terrain and a Hillside Ordinance only 7 homes can be developed in the Linda Vista area.

RESIDENTIAL VACANT LAND SURVEY

April 1989

ADDRESS	ASSESSOR'S	CEN. TRACT	ZONE	RS	RH-16	RH-32	RH-48	OTHER	TOTAL	TOTAL NUMBER OF UNITS
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RESIDENTIAL VACANT LAND SURVEY

April 1989

ADDRESS	ASSESSOR'S	CEN. TRACT	ZONE	RS	RH-16	RH-32	RH-48	OTHER	TOTAL	TOTAL NUMBER OF UNITS
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1505 El Mirador	5705 1 2	4608	RS-2HD	395,089					395,089	18
n/a El Mirador(end)	5705 10 2	4608	RS-2HD	26,640					26,640	1
n/a Panorama/Gl.Oaks	5707 1 2	4608	RS-2HD	15,110					15,110	1
RTOTAL C.T. 4608-SQ. FT.:				436,839					436,839	20
ACRES:				10.03	0.00	0.00	0.00	0.00	10.03	

550 Del Monte	5727 11 16	4609	RS-6	8760					8,760	1
1.00 Lincoln(s/n)	5727 13 25	4609	RS-6	5400					5,400	1
McDonald/Forrest	5727 10 23	4609	RS-6	4389					4,389	0
1800 Navarro(s/n)	5836 11 8	4609	RS-6	10000					10,000	1
1386 El Sereno	5728 15 47	4609	RH-16		10000				10,000	3
2004 El Sereno	5836 19 12	4609	RH-16		9900				9,900	3
1518 Navarro	5728 14 24	4609	RH-16		15000				15,000	5
325 Howard(w)	5825 21 27	4609	RH-32			8750			8,750	6
1800 Lincoln	5825 15 37	4609	RH-32			27750			27,750	20
RTOTAL C.T. 4609-SQ. FT.:				28549	34900	36500			99,949	40
ACRES:				0.66	0.80	0.84	0.00	0.00	2.29	

1561 Michigan Ave	5849 12 2	4614	RS-6	7359					7,359	1
1569 Wesley Ave	5850 18 20	4614	RH-16		7500				7,500	3
1671 Oxford	5851 6 12	4614	RH-32			8648			8,648	6
n/a Oxford	5851 6 11	4614	RH-32			8648			8,648	6
1653 Oxford	5851 6 10	4614	RH-32			6012			6,012	4
Oxford	5851 6 8	4614	RH-32			4002			4,002	0
1688 Sierra Bonita	5851 5 2	4614	RH-32			9409			9,409	7
1654 University	5851 6 9	4614	RH-32			2436			2,436	0
1646 University	5851 6 7	4614	RH-32			4646			4,646	0
1638 University	5851 6 5	4614	RH-32			4140			4,140	0
SUBTOTAL C.T. 4614-SQ. FT.:				7359	7500	47941			62,800	27
-ACRES:				0.17	0.17	1.10	0.00	0.00	1.44	

543 Flower	5838 23 15	4615	RS-6	4900					4,900	0
857 Howard	5848 19 8	4615	RS-6	10300					10,300	1
850 Ladera	5838 23 6	4615	RS-6	5956					5,956	1
n/a Woodbury	5838 15 22	4615	RS-6	5567					5,567	1
27 Howard(w)	5836 23 15	4615	RH-32			8200			8,200	6
1392 Raymond(n)	5729 4 12	4615	RH-32			11800			11,800	9
Summit	5837 4 25	4615	RH-16		26419				26,419	9
1392 Raymond(n)	5729 4 12	4615	RH-32			7605			7,605	6
1589 Raymond(n/o)	5836 25 34	4615	RH-16		13680				13,680	5
1256 Summit	5729 13 7	4615	RH-16		10800				10,800	4
27 Washington(e)	5729 6 20	4615	RH-16			9176			9,176	7
9 Washington(e)	5729 6 20	4615	RH-16			6916			6,916	5
SUBTOTAL C.T. 4615-SQ. FT.:				26723	50899	43697			121,319	54

RESIDENTIAL. VACANT LAND SURVEY
April 1989

ADDRESS	ASSESSOR'S	CEN. TRACT	ZONE	RS	RH-16	RH-32	RH-48	OTHER	TOTAL	TOTAL NUMBER OF UNITS
-ACRES:				0.61	1.17	1.00	0.00	0.00	2.79	
538 Hammond	5727 3 20	4616	RS-6	8750					8,750	1
270 Clinton	5726 16 28	4616	RH-16		9350				9,350	3
819 Lincoln	5726 4 28	4616	RH-16		10190				10,190	3
Lincoln/Cyp.	5726 4 28	4616	RH-16		5330				5,330	2
752 Manzanita	5726 14 8	4616	RH-16		10335				10,335	4
767 Sunset	5726 3 34	4616	RH-16		9660				9,660	3
790 Sunset	5726 3 35	4616	RH-16		5930				5,930	2
765 Orange Grove(n)	5726 18 27	4616	RH-32			10800			10,800	8
266 Washington(w)	5728 13 39	4616	RH-16		7500				7,500	3
SUBTOTAL C.T. 4616-SQ. FT.:				8750	58295	10800			77,845	29
-ACRES:				0.20	1.34	0.25	0.00	0.00	1.79	
1758 Casitas(n/n)	5702 8 39	4617	RS-6	4930					4,930	0
909 Cypress	5711 1 39	4617	RS-6	6590					6,590	1
78 Grand(n)	5711 10 27	4617	RS-4	4620					4,620	0
n/a Howard /Fwy	5702 9 25	4617	RS-4	35640					35,640	3
109 Orange Grove(n)	5711 10 20	4617	RS-6	8080					8,080	1
SUBTOTAL C.T. 4617-SQ. FT.:				59860					59,860	5
-ACRES:				1.37	0.00	0.00	0.00	0.00	1.37	
36 Esther	5725 6 14	4619	PD-2					5683	5,683	11
51 Esther	5725 5 15	4619	PD-2					3700	3,700	0
547 Los Robles(n.n)	5725 32 10	4619	RH-16		7950				7,950	3
397 Marengo(n)	5725 23 38	4619	RH-16		12560				12,560	4
516 Marengo(n)	5725 17 4	4619	RH-16		7750				7,750	3
397 Marengo(n.o)	5725 23 43	4619	RH-32			3940			3,940	0
294 Parke St	5725 18 20	4619	RH-16		3337				3,337	0
39 Peoria(e)	5725 4 7	4619	RH-16		11537				11,537	4
416 Raymond(n)	5725 16 20	4619	RH-16		8052				8,052	3
426 Raymond(n)	5725 16 21	4619	RH-16		9016				9,016	3
490 Raymond(n)	5725 7 1	4619	RH-16		9740				9,740	3
607 Raymond(n)	5725 5 21	4619	RH-16		6420				6,420	2
619 Raymond(n)	5725 5 27	4619	RH-16		8961				8,961	3
537 Summit	5725 7 1	4619	RH-16		6931				6,931	2
640 Summit	5725 14 13	4619	RH-16		6800				6,800	2
456 Cypress	5726 10 35	4619	RH-32			8409			8,409	6
502 Cypress	5726 10 35	4619	RH-32			7695			7,695	6
525 Cypress	5726 17 38	4619	RH-32			10260			10,260	8
463 Euclid	5725 31 1	4619	RH-16		12028				12,028	4
75 Eureka	5726 17 25	4619	RH-16		7920				7,920	3
459 Lincoln	5726 12 26	4619	RH-32			9660			9,660	7
540 Lincoln	5726 15 16	4619	RH-32			3818			3,818	0
104 Peoria(w)	5726 15 20	4619	RH-32			8160			8,160	6
104 Ulla(w)	5726 18 27	4619	RH-32			1519			1,519	0
SUBTOTAL C.T. 4619-SQ. FT.:					118997	53461		8883	181,341	83
-ACRES:				0.00	2.73	1.23	0.00	0.20	4.16	
818 Marengo(n)	5725 21 25	4620	RH-32			13752			13,752	10

RESIDENTIAL, VACANT LAND SURVEY
April 1989

ADDRESS	ASSESSOR'S	CEN. TRACT	ZONE	RS	RM-16	RM-32	RM-48	OTHER	TOTAL	TOTAL NUMBER OF UNITS
1132 Raymond(n)	5728 2 12	4620	RM-16		12768				12,768	4
1085 Raymond(n)	5728 6 46	4620	RM-32			14100			14,100	10
836 Summit	5725 12 12	4620	RM-32			12000			12,000	9
850 Summit	5725 12 14	4620	RM-32			14000			14,000	10
1118 Summit	5729 15 11	4620	RM-16		5780				5,780	2
266 Washington	5729 24 11	4620	RM-32			24640			24,640	21
240 Washington(e)	5729 24 22	4620	RM-32			15130			15,130	11
750 Worcester	5725 22 27	4620	RM-16		3000				3,000	0
SUBTOTAL C.T. 4620-SQ. FT.:					21548	93622			115,170	77
ACRES:				0.00	0.49	2.15	0.00	0.00	2.64	
555 Prescottt	5730 2 22	4621	RS-6	8700					8,700	1
SUBTOTAL C.T. 4621-SQ. FT.:				8700					8,700	1
ACRES:				0.20					0.20	
SUBTOTAL C.T. 4622-SQ. FT.:				0.00	0.00	0.00	0.00	0.00	0.00	
ACRES:				0.00	0.00	0.00	0.00	0.00	0.00	
1065 Locust	5737 2 42	4623	RM-32			13280			13,280	10
273 Mar Vista	5738 10	4623	RM-32			8850			8,850	7
277 Mar Vista	5738 10 31	4623	RM-32			6991			6,991	5
Mar Vista/Carson	5738 10 52	4623	RM-32			19363			19,363	14
Michigan/Cor.	5738 15 41	4623	RM-32			5276			5,276	4
166 Catalina(n)	5738 5 39	4623	RM-48PK				10010		10,010	11
382 Michigan(n)	5739 3 55	4623	RM-48				2588		2,588	0
SUBTOTAL C.T. 4623-SQ. FT.:						53760	12598	0	66,358	51
ACRES:				0.00	0.00	1.23	0.29	0.00	1.52	
SUBTOTAL C.T. 4624-SQ. FT.:				0.00	0.00	0.00	0.00	0.00	0.00	
ACRES:				0.00	0.00	0.00	0.00	0.00	0.00	
Allen-Bridgen	5742 9 13	4625	CL-SD					6600	6,600	13
SUBTOTAL C.T. 4625-SQ. FT.:								6600	6,600	13
ACRES:				0.00	0.00	0.00	0.00	0.15	0.15	
Allen/Wagner	5745 1 77	4627	RS-6	7000					7,000	1
48 Bonnie(n)	5737 12 47	4627	RM-32PK			8385			8,385	6
149 Harkness	5737 2 8	4627	RM-32PK			10450			10,450	8
155 Harkness	5737 2 8	4627	RM-32PK			3481			3,481	0
SUBTOTAL C.T. 4627-SQ. FT.:				7000		22316			29,316	15
ACRES:				0.16	0.00	0.51	0.00	0.00	0.67	
SUBTOTAL C.T. 4628-SQ. FT.:				0.00	0.00	0.00	0.00	0.00	0.00	
ACRES:				0.00	0.00	0.00	0.00	0.00	0.00	
Avocado Ln	5752 15 2	4629	RS-6	4680					4,680	0
Avocado Ln	5752 15 6	4629	RS-6	4680					4,680	0
Avocado Ln.	5752 15 5	4629	RS-6	4550					4,550	0
Avocado Ln.	5752 15 3	4629	RS-6	4290					4,290	0
Avocado Ln.	5752 15 4	4629	RS-6	4420					4,420	0

RESIDENTIAL VACANT LAND SURVEY
April 1989

ADDRESS	ASSESSOR'S	CEN. TRACT	ZONE	RS	RM-16	RM-32	RM-48	OTHER	TOTAL	TOTAL NUMBER OF UNITS
Orange Grove	5750 3 2	4629	RS-6	5540					5,540	1
Santa Paula Ave.	5752 16 1	4629	RS-6	5970					5,970	1
Vineyard Pl.	5752 13 27	4629	RS-6	4620					4,620	0
SUBTOTAL, C.T. 4629-SQ. FT.:				38750					38,750	2
ACRES:				0.89	0.00	0.00	0.00	0.00	0.89	
171 Daisy(s)	5748 20 13	4630	RS-6	30056					30,056	4
SUBTOTAL, C.T. 4630-SQ. FT.:				30056					30,056	4
ACRES:				0.69	0.00	0.00	0.00	0.00	0.69	
175 Craig(s)	5747 11 34	4634	RS-6	7353					7,353	1
505 Sierra Bonita	5727 6 19	4634	RS-4	5000					5,000	1
9888 Oak(s)	5747 13 13	4634	RM-32PK			6400			6,400	5
46 Roosevelt(s)	5747 5 50	4634	RM-32PK			20200			20,200	15
SUBTOTAL, C.T. 4634-SQ. FT.:				12353		26600			38,953	22
ACRES:				0.28	0.00	0.61	0.00		0.89	
1132 Del Mar(e)	5735 18 4	4635	RM-48				6500		6,500	7
1142 Del Mar(e)	5735 18 5	4635	RM-48				7800		7,800	9
1132 Cordova	5735 16 7	4635	RM-48				5500		5,500	6
1119 Steuben	5735 14 15	4635	RM-48				6720		6,720	7
1125 Steuben	5735 14 16	4635	RM-48				6720		6,720	7
SUBTOTAL, C.T. 4635-SQ. FT.:							33240		33,240	36
ACRES:				0.00	0.00	0.00	0.76	0.00	0.76	
521 Marengo(s)	5722 16 9	4636	CD-9					11160	11,160	22
255 Ohio	5720 20 13	4636	RM-32			9461			9,461	7
497 Oak Knoll	5734 20 21	4636	CD-5					28350	28,350	31
SUBTOTAL, C.T. 4636-SQ. FT.:						9461		39510	48,971	60
ACRES:				0.00	0.00	0.22	0.00	0.91	1.12	
50 Belleone(w)	5713 35 29	4637	CD-12					7110	7,110	5
42 Belleone(w)	5713 35 31	4637	CD-12					9811	9,811	7
SUBTOTAL, C.T. 4637-SQ. FT.:								16921	16,921	12
ACRES:				0.00	0.00	0.00	0.00	0.39	0.39	
329 Anita Dr.	5709 31 5	4638	RS-6HD	10150					10,150	1
374 Anita Dr.	5709 25 16	4638	RS-6HD	7964					7,964	1
Ave 64	5715 27 1	4638	RS-6HD	10964					10,964	1
Burleigh	5715 27 8	4638	RS-6HD	16116					16,116	2
Lagunita	5715 20 16	4638	RS-6HD	16988					16,988	2
1485 Marianna(e/o)	5483 3 1	4638	RS-6	25164					25,164	3
SUBTOTAL, C.T. 4638-SQ. FT.:				87346					87,346	10
ACRES:				2.01	0.00	0.00	0.00	0.00	2.01	
Bradford	5718 5 30	4639	RS-4	17490					17,490	1
Grace Tr.	5719 16 12	4639	RS-6HD	4710					4,710	0
600 Orange Grove(s)	5719 1 13	4639	RM-16		23400				23,400	8
State St.	5719 14 14	4639	RS-6	6800					6,800	1
777 Grand(s)	5717 4 19	4639	RS-4	117000					117,000	10



RESIDENTIAL VACANT LAND SURVEY
April 1989

ADDRESS	ASSESSOR'S	CEN. TRACT	ZONE	RS	RM-16	RM-32	RM-48	OTHER	TOTAL	TOTAL NUMBER OF UNITS
SUBTOTAL C.T. 4639-SQ. FT.:				146000	23400				169,400	20
ACRES:				3.35	0.54	0.00	0.00	0.00	3.89	
Euclid Ave.	5324 15 1	4640	RS-6HD	6572					6,572	1
Euclid Ave.	5324 15 2	4640	RS-6HD	6148					6,148	1
SUBTOTAL C.T. 4640-SQ. FT.:				12720					12,720	2
ACRES:				0.29	0.00	0.00	0.00	0.00	0.29	
TOTAL C.T. SQ. FT.:				911005	315739	398158	45838	71914	1742454	512
TOTAL C.T. ACRES:				20.91	2.24	9.14	1.05	1.65	40.00	
Linda Vista *				426.36					426.36	71
TOTAL ACRES				447.27	2.24	9.14	1.05	1.65	466.39	654

Source: Planning, Housing and Development Services Department April 1989



Vista Contains Census Tracts 4604, 4608 and 4617. The vacant land has not been identified individually. Because of steep terrain and a Hillside Ordinance only 71 homes can be developed in this area.



APPENDIX XVII

PASADENA DEVELOPMENT FEES

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PLANNING, HOUSING & DEVELOPMENT SERVICES DEPARTMENT..... PROPOSED FEE

PLANNING, HOUSING & DEVELOPMENT SERVICES

Grading Permits And Plan Check Fees [P.M.C. Sec. 14.05.095]:

Grading Permits

Processing Fee	18.50
50 Cu. Yds. Or Less.....	0.00
51 To 100 Cu. Yds.	73.50
101 To 1,000 Cu. Yds.	
For The First 100 Cu. Yds. Plus.....	73.50
For Each Additional 100 Cu. Yds	17.00
Or Fraction Thereof	

1,001 To 10,000 Cu. Yds.	
For The First 1,000 Cu. Yds. Plus.....	223.50
For Each Additional 100 Cu. Yds	18.50
Or Fraction Thereof.	

10,001 To 100,000 Cu. Yds.	
For The First 10,000 Cu. Yds. Plus.....	388.50
For Each Additional 100 Cu. Yds	14.50
Or Fraction Thereof.	

100,001 To 500,000 Cu. Yds.	
For The First 100,000 Cu. Yds. Plus.....	1,660.00
For Each Additional 100 Cu. Yds	33.50
Yds. Or Fraction Thereof	

500,001 Cu. Yds. Or More	
For The First 500,000 Cu. Yds. Plus.....	3,020.00
For Each Additional 10,000 Cu.....	21.00
Yds. Or Fraction Thereof.	

Plan Check Fees Are 100% Of Grading Permit Fee.

Building Permits [P.M.C. Title 14] :

Building Permits & Plan Check Fees

Processing Fee	18.50
1.00 To 500.00.....	14.00

501.00 To 2,000	
For The First 500.....	14.00
For Each Additional 100 Or Fraction Thereof	
Up To And Including 2,000	3.00

2,001. To 25,000	
For The First 2,000.....	58.50
For Each Additional 1,000 Or Fraction Thereof	
Up To And Including 25,000	10.00

PLANNING, HOUSING & DEVELOPMENT SERVICES DEPARTMENT..... PROPOSED FEE

25,001. To 50,000	
For The First 25,000.....	284.50
For Each Additional 1,000 Or Fraction Thereof	
Up To And Including 50,000	9.00
50,001. To 100,000	
For The First 50,000.....	506.50
For Each Additional 1,000 Or Fraction Thereof	
Up To And Including 100,000	5.00
100,001 And Over	
For The First 100,000	753.50
For Each Additional 1,000 Or Fraction Thereof	4.00

Plan Check Fee Is 100% Of Building Permit Fee.

Other Inspections:

Special Investigation.....	54.50
Processing Fee	18.50
Relocation Investigation [P.M.C. Sec. 14.37.010]:	
Moving A Building Within The City	109.00 + 54.50
Per Dwelling Unit.....	per dwelling
.....	unit
Moving A Building From Outside The City	Same as above
Per Dwelling Unit (plus Out-of-town	
Travel Expenses, If Required)	

Special Inspector Registration Fee..... 18.50

Solar Permit Fee:

Processing Fee	18.50
Active System.....	2% of value
Passive System	2% of value

Inspections Outside Of Normal Business Hours..... 47.50
(minimum Charge 4 Hours), Per Hour
Or Each Fraction Thereof.

Reinspection Fee..... Same as above

Special Work Permit (for Sunday Or Night Work) 526.50
[P.M.C. Sec. 9.36.110c]

Inspection For Which No Fee Is Specifically 47.50
Indicated (minimum Charge 1 Hour) Per Hour
Or Each Fraction Thereof.

Additional Plan Review Required By Changes,
Additions Or Revisions To Approved Plans
By City Staff (per Hr Or Fraction, Min. 1hr)..... 47.50
By Consultant (percent Of Consultant's Fee) 150%

Condominium Conversion Inspections (per Unit) 57.00

PLANNING, HOUSING & DEVELOPMENT SERVICES DEPARTMENT..... PROPOSED FEE

Mechanical Permits [P.M.C. Sec. 14.37010]:

Processing Fee	18.50
Installing And/or Relocating Furnace, Burner Or Absorption System:	
Up To 100,000 B.t.u.....	13.00
Over 100,00 B.t.u	19.00
Installing And/or Relocating A Floor Furnace	13.00
Installing And/or Relocating A Space Heater	13.00
Installing And/or Relocating An Appliance Vent.	8.00
Repair Of Heating Or Cooling Unit.....	13.00
Installing And/or Relocating A Boiler Or Compressor:	
Up To 3 Horsepower	13.00
Up To 15 Horsepower	25.00
Up To 30 Horsepower	35.00
Up To 50 Horsepower	51.00
Over 50 Horsepower	84.00
Each Air Handling Unit:	
Up To 10,000 Cubic Feet Per Minute	10.00
Over 10,000 Cubic Feet Per Minute	15.00
Each Evaporative Cooler	10.00
Each Ventilation System	10.00
Each Ventilation Fan.....	8.00
Each Hood	10.00
Valance Box With Ducts.....	6.00
Equipment Not Covered Elsewhere.....	10.00
Inspection Of Any Mechanical Equip. Not Shown Above: Minimum Charge For Inspections Made During Normal Business Hours. (per Hour Or Fraction Thereof)	47.50

Inspections Outside Of Normal Business Hours
(minimum Charge-4 Hours, Per Hour Or Fraction)..... 47.50

Electrical Permits [P.M.C. Sec. 14.37.010]:

Processing Fee	18.50
Electric Fixtures Or Outlets Or Switches Or Fixture Outlets:	
First 10 (in Any Combination)	8.00
Each Additional (over The First 10).....	1.50
Each Set Of Service Equipment:	
Up To 100 Amperes.....	6.00
Up To 400 Amperes.....	10.00
Up To 800 Amperes.....	25.00
Over 800 Amperes	41.00
Over 600 Volts.....	84.00
Each Distribution Panel, Per Circuit	2.50
Each Stationary Space Heater, Garbage Disposal, Dishwasher, Washer Or Dryer	4.50
Each Domestic Range.....	4.50

PLANNING, HOUSING & DEVELOPMENT SERVICES DEPARTMENT..... PROPOSED FEE

Each Cooking Unit.....	4.50
Each Domestic Water Heater.....	4.50
Each Incandescent Sign	5.50
Electric Signs, Per Transformer	5.50
Each Motion Picture Projector.....	10.00
Each Mercury Arc Lamp.....	5.50
Electric Motors:	
Up To 1 Horsepower	4.50
Over 1 And Up To 5 Horsepower	8.00
Over 5 And Up To 20 Horsepower	10.00
Over 20 And Up To 50 Horsepower	18.00
Over 50 And Up To 100 Horsepower.....	27.00
Over 100 And Up To 500 Horsepower.....	41.00
Over 500 Horsepower	68.00
Inspection Of Any Electrical Equip. Not Shown	
Above Minimum Charge For Inspections Made	
During Normal Business Hours. (per Hour Or	
Thereof)	47.50

Inspections Outside Of Normal Business Hours	
(minimum Charge 4 Hours) Per Hour or Fraction.....	47.50

Plumbing Permits [P.M.C. Sec. 14.37.010]:

Processing Fee	18.50
Each Plumbing Fixture Or Trap Or Set Of	
Fixtures On One Trap (including Water	
Piping, Drainage Piping & Backflow	
Protection Therefore) I.e. Bathtubs,	
Showers, Lavatories, Water Closets, Bar	
Sinks, Kitchen Sinks, Dishwashing Machines,	
Garbage Disposal, Laundry Trays, Floor	
Sinks, Slop Sinks, Floor Drains, Urinals,	
Diluting Tanks, Drain, Waste & Vent,	
Drinking Fountains, Soda Fountains, Dental	
Cuspidors And Trap Primers	8.50
Each Building Sewer Installation, Repair Or	
Replacement	25.00
Each Sewer Cap	25.00
Each On-site Sewer Manhole	61.00
Rainwater System (in A Building) Per Drain	10.00
Each Sump Or Sewer Ejector	20.50
Each Cesspool Or Drywell	25.00
Each Private Sewage Disposal System	49.50
Each Water Heater (including Vent).....	10.50
Each Plumbing Fixture Or Trap Or Set Of Fixtures On	
One Trap In A Relocated Building.....	6.00
Each Gas Piping System (separately Metered) 1 To 5	
Outlets.....	10.50
Each Gas Piping System (separately Metered) Each	
Outlet Over Five	3.50
Each Industrial Waste Pretreatment Interceptor,	
Including Vent	20.50
Each Grease And Sand Interceptor, Including Vent.....	20.50

PLANNING, HOUSING & DEVELOPMENT SERVICES DEPARTMENT..... PROPOSED FEE

Each Heater System Pressure Regulator	6.50
Installation, Alteration, Or Repair Of Water Piping	13.50
Installation Of Water Treating Equipment	13.50
Repair Or Alteration Of Drainage Or Vent Piping	8.50
Each Lawn Sprinkler Control Valve	8.50
Vacuum Breakers Or Backflow Protective Devices On Tanks, Vats, Etc. Or For Installation On Unprotected Plumbing Fixtures Including Water Piping:	
1 To 5	10.50
Over 5	3.50
For Swimming Pool Including Backwash Disposal	49.50

Inspection Of Any Plumb. Equip. Not Shown
Above Minimum Charge For Inspections Made
During Normal Business Hours. (per Hour Or
Thereof) 47.50

Inspections Outside Of Normal Business Hours Same as above,
(minimum Charge 4 Hours) w/4 hr. min.

Building Plans Microfilm Fee (per Sheet) 1.50

Address Changes:

Assign Official Addresses	18.50
Mailing Address Change	65.50
Full Address Change	129.50

Occupancy Inspections (single Family Od Duplex):

Initial And One Follow-up Inspection	53.50
Third And Subsequent Inspections	53.50

Quadrennial Occupancy Inspections (per Unit):

Initial And One Follow-up Inspection	53.50
Third And Subsequent Inspections	53.50

Zoning Fees [P.M.C. Sec. 16.04.070]

Fee For Written Opinion To Determine Property's Conformance With Zoning And Subdivision Laws	170.00
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Tract Map:

To Be Paid Upon Filing	1517.50/48.50
Of Tentative Tract Map (first Number Is The Base Fee Plus An Amount For Each Land & Air Parcel)	

Parcel Map:

To Be Paid Upon Filing Of Tentative Parcel Map	1517.50/48.50
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Condominium Conversions:

To Be Paid Upon Filing Of Tenta- Tive Tract Or Parcel Map	1517.50/48.50
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PLANNING, HOUSING & DEVELOPMENT SERVICES DEPARTMENT..... PROPOSED FEE

Certificates Of Exception [P.M.C. Sec. 16.04.050]	338.00
Extension Requests [P.M.C. Sec. 16.050.010]	235.00
Certificate Of Compliance	338.00
Zoning Changes:	
Planned Unit Developments	Cost
All Other Zone Change Requests	
Other Amendments To This Title	199.00
Conditional Use Permit	806.50
Minor Conditional Use Permit	385.00
Variance [P.M.C. Sec. 17.88.030]	527.00
Minor Variance	236.50
Temporary Conditional Use Permit [P.M.C. Sec. 17.88.110]	247.00
Sign Exception [P.M.C. Sec. 17.88.030]	245.00-492.00
(higher Fee Applies If Public Works Referral Is Required.)	
Alternative Development/	976.00
Flexible Standards (rm) [P.M.C. Sec. 17.24.020]	
Revised Plan Submittal (originated	1/2 of orig.
By Developer) [P.M.C. Sec. 17.88.100]	app. fee
Applications For More Than One Variance, Etc. (highest Fee For Any One Of The Variances Or Exceptions Requested Plus 56.00 For Each Additional Application)	59.00
Hillside Development Review [P.M.C. Sec. 17.48.050]:	
Application Fees	235.00
Design Committee Review [P.M.C. Sec. 17.92.060]:	
Small Projects(< 20,000 Valuation)	57.00
Medium Projects(> 20,000 And < 200,000 Sq Ft)	409.50
Large Projects(> 200,000 Sq. Ft.)	562.50
Projects Located In Civic Center	Cost
Annual Permit [P.M.C. Sec. 17.64.080]	54.50
Board Appeal Filing Fee [P.M.C. Sec. 17.64.080]	Same
.....	as Original
.....	Application

PLANNING, HOUSING & DEVELOPMENT SERVICES DEPARTMENT..... PROPOSED FEE

Environmental Impact Report Review
 (required Per California Administrative Code 1,087.50
 Title 14, Division 6) [P.M.C. Sec. 17.080.030]

Negative Declaration (Fee Shown Is Minimum, 60.00
 Or Actual Full Cost, Whichever Is Higher)

Preliminary Plan Checks [P.M.C. Sec. 17.48.100]
 Under 20,000 Sq. Ft. (fee Shown Is Minimum, 141.50
 Or Actual Full Cost, Whichever Is Higher)

Greater Than Or Equal To 20,000 Sq. Ft. 221.00

Hillside Development Review 269.50

Relocation Fee 996.00

Master Development Plan Review Fee 806.50

Zoning Code Violations [P.M.C. Title 17]:

Parking In Required Set Back Area 26.50

Obstruction Of Public Right-of-way 26.50

Parking Or Storing Vehicles In A Residential Zone. 26.50

Operating A Business In A Residential Zone. 26.50

Not Maintaining The Required Front Or Side Yard As
 An Open, Unoccupied And Unobstructed Space 26.50

Maintaining An Illegal Sign Or Signs 26.50

Maintaining A Junkyard 26.50

Not Maintaining Required Landscaping
 And/or Parking 26.50

Exceeding The Legal Height For Fence Or Wall 26.50

Illegal Outdoor Storage. 26.50

Illegal Yard Sale. 26.50

Sign Business Permits:

Electric Sign Installer 80.00

Non-electric Sign Installer 17.00



COMPREHENSIVE GENERAL PLAN

ENVIRONMENTAL QUALITY

ELEMENTS:

CONSERVATION
OPEN SPACE
SCENIC HIGHWAYS
NOISE
ENERGY

Reprinted, September, 1987

Environmental Quality

This section of the General Plan deals with those factors which affect the overall quality of the urban environment of the City's present natural resources, as well as retention and enhancement of its present open spaces and park land. In addition, this section addresses the subjects of noise and scenic highways and how these seemingly diverse issues all contribute to the overall quality of Pasadena's environment.

Adoption Dates

Conservation,
Open Space

February 17, 1976
(Resolution No. 2647-2)

Scenic Highways
Noise

September 16, 1975
(Resolution No. 2647)

Energy

September 9, 1983
(Resolution No. 5017)

Revision Dates

Noise

June 4, 1985
(Resolution No. 5353)

Conservation

Introduction

Conservation recognizes the finite limits of our natural resources and develops means for their protection and orderly use. A major role of this section is to provide policy guidelines for managing the City's natural resources.

Background

Issues and Problems

1. Water and energy conservation as an alternative to meeting increased demand.
2. Protection of the City's natural plant and animal life.
3. Expansion of local power generating capacity vs. greater use of imported power.
4. Recreational use of City watersheds while protecting City water supply.
5. Effects of population growth and increased land use intensities on environmental quality.
6. Air quality; how it is affected by development and, in turn, its ramifications on future growth.

Opportunities

1. Potential of recycling wastewater.
2. Environmental Protection Agency regulations and expanded public transit systems as a means of reducing air pollution.
3. Development of regional power networks and generating facilities outside South Coast Air Basin.
4. Public awareness of the finite limits to fossil fuel supply.
5. Increased costs will promote more efficient use of energy.
6. Involvement in regional development of alternative energy sources.

Conservation

Goals and Objectives

Goal 1.0:

Optimal utilization of local water resources consistent with sound conservation practices.

Objectives:

- 1.1. Protection of local water supply sources.
- 1.2. Efficient utilization of the City's water resources.
- 1.3. Water conservation as a means of reducing reliance on imported water in the City's total water supply.

Goal 2.0:

Provision of a physical environment which contributes to and enhances the quality of life.

Objectives:

- 2.1. Air quality which enhances the environment and protects health and welfare.
- 2.2. A comprehensive transportation system which reduces air pollutants.
- 2.3. Environmental management as a key consideration in the planning and decision-making process.
- 2.4. Retention of Pasadena's image and heritage of mature trees and plant life.
- 2.5. Preservation of remaining vestiges of native plant life found within the City.

Conservation

IMPLEMENTATION STRATEGIES AND POLICIES

Strategy 100.0:

Conservation of City's water resources along with their prudent use through sound resource management practices.

Policies:

- 101.0 The Water and Power Department should continue to work with water management groups seeking to implement regional water development plans and programs or to protect or enhance present water resources.
- 102.0 Water production and its protection should have priority consideration in the development of any supplementary uses of Water and Power Department lands
- 103.0 Uncovered open spaces should be encouraged to maximize opportunities for the percolation of precipitation or delivered water.

Programs:

- 100.1 Initiation of a consumer water conservation education program.
- 100.2 Investigation into a waste water and storm drainage reclamation program
- 100.3 Continuation of interagency cooperation in the areas of water conservation, reforestation and erosion control.

Strategy 200.0:

Preservation of native plant life and the continued nurturing of non-native plant life within the City.

Policies:

- 201.0 The City reaffirms Resolution No. 8603, commonly known as the Jencks Resolution, of preserving and maintaining Arroyo Seco lands as a natural park
- 202.0 Preservation of existing street trees shall merit consideration with engineering requirements in the development of street widening or lighting plans.
- 203.0 Landscaping requirements of development regulations shall be strictly enforced and strengthened.

Programs:

- 200.1 Restoration program of Arroyo Seco slope banks.
- 200.2 Street tree planting program.
- 200.3 Review of landscaping requirements of Zoning Ordinance.

Conservation

Strategy 300.0:

Improvement of air quality through control of emissions from City's power plant.

Policies:

- 301.0 Electricity imported from outside the Basin be used to the maximum extent practical. The Department of Water and Power to continue its search for sources of power outside the South Coast Air Basin.
- 302.0 The Department of Water and Power shall continue to share reserves with surrounding utility companies, explore possibilities of an extended operating pool, and participate in any plans for new sources of energy for the region.
- 303.0 The City shall support and strengthen antipollution measures and seek to control activities and developments that contribute to air pollution.
- 304.0 The City shall institute an active energy conservation program through the following measures.
 - a. Consumer education.
 - b. Consideration of alternate forms of energy, particularly in new commercial or residential buildings or with the installation of new, less energy consuming appliances.
 - c. Advising the Board of Directors on measures that may be needed to restrict or control the generation and distribution of electricity.
 - d. Supporting efforts to require all home electrical appliances to carry comparative efficiency ratings.
- 305.0 The City should initiate and participate in studies of alternative sources of energy

Programs:

- 300.1 A total energy conservation program from consumer education to limitations on certain power consumers at critical times.
- 300.2 Continued search for participatory arrangements in regional energy development programs outside South Coast Air Basin.
- 300.3 Development of a central plant in downtown area to provide for the heating, cooling and energy needs of future downtown developments.

Conservation

References:

"Water and Power Annual Report, Fiscal Year Ending June 30, 1974", City of Pasadena, Water and Power Department (Pasadena, Calif. - December, 1974).

"Preliminary Draft, Master Plan for Waste Water Collection and Transmission", Engineering-Science, Inc. (Arcadia, Calif. - August, 1972).

"Phase I Final Report, Master Development Plan - Devil's Gate Reservoir Area - Upper Arroyo Seco", Gruen Associates; Bookman-Edmonston Engineering; E. R. A.; R. T. Frankian" (Los Angeles, Calif. - December, 1971).

Bulletin No. 104-6, Meeting Water Demands in the Raymond Basin Area, State of California, The Resources Agency, Department of Water Resources. (Sacramento, Calif. - June, 1971).

Bulletin No. 178-72, Watermaster Service in the Raymond Basin Los Angeles County, State of California, The Resources Agency, Department of Water Resources. (Sacramento, Calif. - August, 1972).

"Vegetation to Reduce Air Pollution," George P. Hanson and Linda Thorne, Lasca Leaves, Vol. XXII, No. 3 (September, 1972).

"Environmental Impact Report - Gas Turbine Installation", Pasadena Water and Power Department (Pasadena, California, July 5, 1973).

1970-1971

1970-1971

The first of the three major projects in the conservation of the historic site was the restoration of the main building. This was done in 1970-1971 and was a major project.

The second of the three major projects was the restoration of the garden. This was done in 1971-1972 and was a major project.

The third of the three major projects was the restoration of the surrounding area. This was done in 1972-1973 and was a major project.

The fourth of the three major projects was the restoration of the surrounding area. This was done in 1973-1974 and was a major project.

The fifth of the three major projects was the restoration of the surrounding area. This was done in 1974-1975 and was a major project.

The sixth of the three major projects was the restoration of the surrounding area. This was done in 1975-1976 and was a major project.

The seventh of the three major projects was the restoration of the surrounding area. This was done in 1976-1977 and was a major project.

The eighth of the three major projects was the restoration of the surrounding area. This was done in 1977-1978 and was a major project.

The ninth of the three major projects was the restoration of the surrounding area. This was done in 1978-1979 and was a major project.

The tenth of the three major projects was the restoration of the surrounding area. This was done in 1979-1980 and was a major project.

The eleventh of the three major projects was the restoration of the surrounding area. This was done in 1980-1981 and was a major project.

The twelfth of the three major projects was the restoration of the surrounding area. This was done in 1981-1982 and was a major project.

The thirteenth of the three major projects was the restoration of the surrounding area. This was done in 1982-1983 and was a major project.

Open Space

Introduction

State Planning Law requires the preparation of a local open space plan for the comprehensive and long-range preservation and conservation of open space land within its jurisdiction along with a program for its implementation.

Background

Issues and Problems

1. Acquisition of additional open space in an urbanized community.
2. Weighing the relative priority of open space against other community demands on land resources.
3. Determining actual open space needs and its distribution.
4. Obtaining more efficient usage of existing open space resources.
5. Loss of existing open spaces to urban development due to lack of an acquisition program.

Opportunities

1. Developing potential of existing open space resources represented by school playgrounds, flood control facilities, Edison right-of-ways, and City owned watersheds.
2. Creating usable open spaces from existing street right-of-ways through vacation, widening sidewalks, realignment, etc.
3. Utilizing redevelopment process as a tool to create new open spaces.
4. Acquiring excess freeway parcels for park purposes or use as noise buffer strips.
5. Achieving open space through standard zoning requirements, special development standards, bonus incentive provisions and transfer of development rights.

Introduction

The purpose of this study is to investigate the effects of the proposed changes on the system's performance. The study is organized as follows: Section 2 describes the system architecture and the proposed changes. Section 3 presents the experimental setup and the results. Section 4 discusses the conclusions and the future work.

System Architecture

The system architecture is shown in Figure 1. It consists of a client layer, a server layer, and a database layer. The client layer is responsible for the user interface and the data input/output. The server layer is responsible for the business logic and the data processing. The database layer is responsible for the data storage and retrieval. The proposed changes are implemented in the server layer and the database layer. The changes are designed to improve the system's performance and reduce the resource consumption.

Experimental Setup

The experimental setup is shown in Figure 2. It consists of a client machine, a server machine, and a database machine. The client machine is a standard PC with a Windows operating system. The server machine is a dedicated server with a Linux operating system. The database machine is a dedicated database server with a MySQL database. The experiments are conducted on a network with a bandwidth of 100 Mbps. The results are presented in Table 1. The table shows the system's performance and resource consumption under different configurations. The results indicate that the proposed changes significantly improve the system's performance and reduce the resource consumption.

Open Space

Goals and Objectives

Goal:

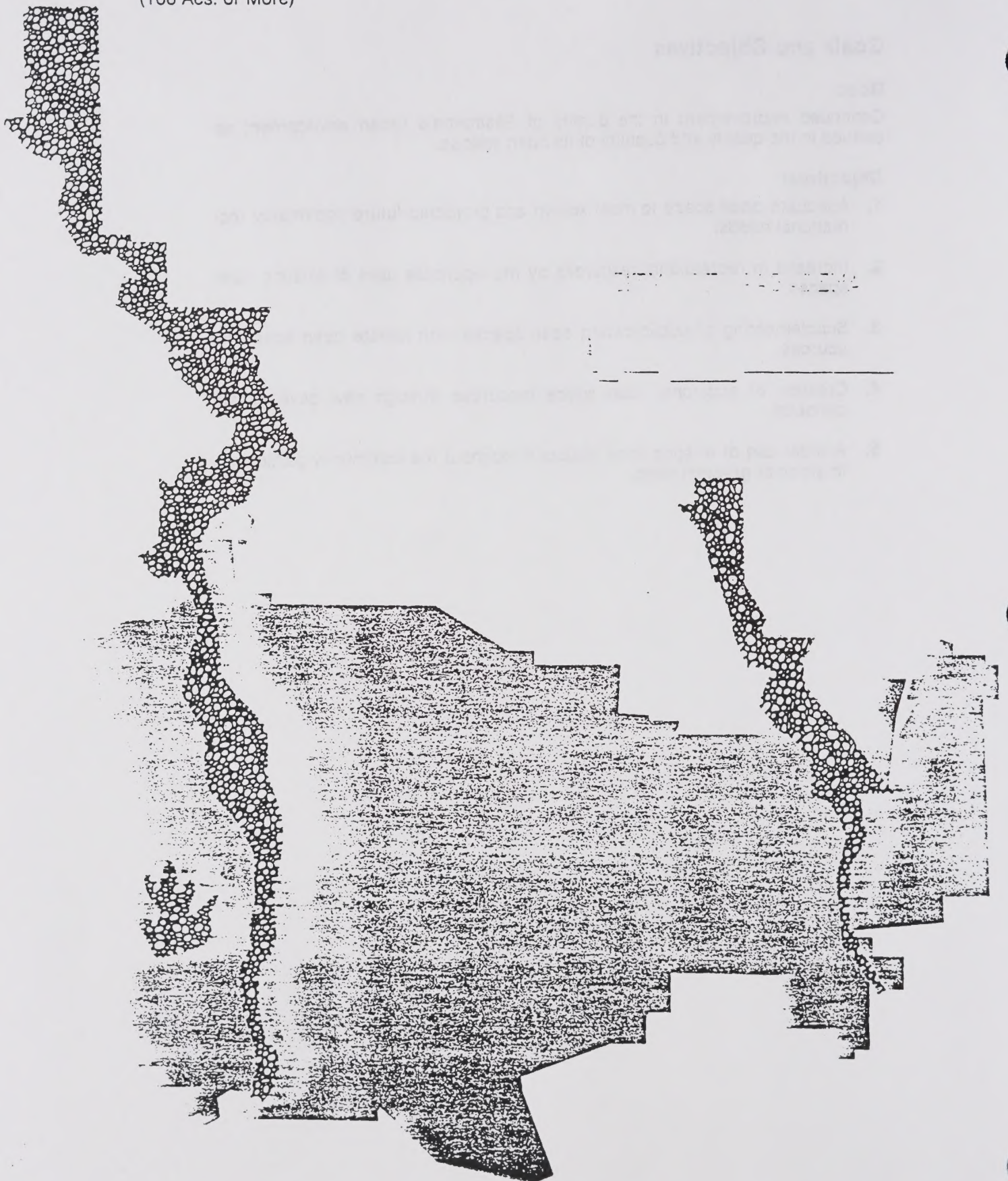
Continued improvement in the quality of Pasadena's urban environment as defined in the quality and quantity of its open spaces.

Objectives:

1. Adequate open space to meet known and projected future community recreational needs.
2. Increase in recreational resources by multi-purpose uses of existing open spaces.
3. Supplementing of public-owned open spaces with private open space resources.
4. Creation of additional open space resources through new development concepts.
5. A wider use of existing open spaces throughout the community particularly in areas of greatest need.

OPEN SPACE PLAN

Indicating Open Space Resources of City Wide Significance
(100 Acs. or More)



Open Space

IMPLEMENTATION STRATEGIES AND POLICIES

Strategy 100.0:

Enhancement of recreational open spaces.

Policies:

- 101.0 Public parkland shall be protected from nonrecreational uses; any loss of parkland through governmental action shall be replaced in-kind.
- 102.0 The development of new park facilities should be undertaken only after thorough study justifying needs and potential usage.
- 103.0 Park planning will take into consideration all related recreational factors.
- 104.0 Citizen participation shall play a major role in all phases of recreational open space planning from site selection to program development.
- 105.0 Unique opportunities to acquire additional land at minimum costs, having recreational possibilities may be pursued.
- 106.0 Priorities in new facilities should go to those areas indicating the greatest need.

Program:

Development of a recreation master plan.

Strategy 200.0

Achievement of maximum recreational benefit from existing open space resources.

Policies:

- 201.0 The City shall strive to maximize the recreational utility of existing parkland.
- 202.0 The recreational potential of existing public-owned lands should be investigated before further acquisitions are considered.
- 203.0 The school-park concept should be expanded and greater year-round use of school recreational facilities be encouraged.
- 204.0 Accessibility to major recreational centers should be expanded and improved to encourage greater participation.
- 205.0 The possibility of increasing usable open space from certain street system modifications should be studied.

Programs:

- 200.1 Continuation of program to partially turf school playground areas.
- 200.2 Development of low-intensity, natural parks in City watershed areas with hiking, cycling, and equestrian trails.
- 200.3 Development of equestrian/bicycle trails along Southern California Edison right-of-way.

Open Space

Strategy 300.0:

Use of privately-owned open spaces to reduce demand on public resources.

Policies:

- 301.0 The provision of adequate open space shall be an integral requirement of City development regulations. Such requirements should be tailored to the recreational demands it would otherwise place on public resources.
- 302.0 The City should develop incentives to encourage the provision of usable open space as a part of commercial and residential developments.
- 303.0 Performance-oriented requirements should supplant rigid zoning regulations as a means of obtaining maximum open space from private developments.

Programs:

- 300.1 Revision of Zoning Ordinance to require adequate open space designed around the intensity of the development.
- 300.2 Development of incentive-bonus system in Zoning Ordinance to encourage provision of open space beyond normal requirements.
- 300.3 Investigation into possibilities of developing arrangements for shared use of private open spaces.

References:

"Nonuse of Neighborhood Parks". Seymour Gold. Journal of the American Institute of Planners. Vol. XXXVIII, No. 6 (November, 1972)

"Phase I Final Report - Master Development Plan - Devil's Gate Reservoir Area Upper Arroyo Seco". Gruen Associates, Bookman-Edmonston, E.R.A., R. T. Frankian and Associates. (Los Angeles, Calif. December, 1971)

"Profile of Recreation and Youth Services in the Pasadena Foothill Area." a report prepared for Community Planning Council - Pasadena Foothill area. George Hjelle. (Los Angeles, Calif. - 1968)

"Arroyo Seco Master Plan Report". Arroyo Seco Master Plan Committee, City of Pasadena (Pasadena, Calif. - 1971)

Scenic Highways

Introduction

This section provides guidelines for the preparation of a local plan to protect scenic corridors. It provides the framework for designating scenic routes and implementing plans and programs that preserve scenic resources and enhance the aesthetic character of designated corridors. Scenic corridors are also a design resource and, therefore, this section is closely related to Urban Design in addition to its logical relationship to Circulation.

Background

Issues and Problems

1. Defining local standards for scenic corridor designation.
2. Potential conflict between scenic corridor designation and street improvement needs.
3. Linking scenic corridors into a continuous citywide system and with the regional system.
4. Defining and imposing acceptable aesthetic standards on developments abutting designated scenic corridors.

Opportunities

1. Local expansion of streets and corridors already designated as scenic highways in state and county plans.
2. Scenic Highways can be closely integrated into streets concept plan.
3. Scenic corridors can serve as a basis for bikeway planning.
4. Incorporation of Cultural Heritage and Pasadena Beautiful Scenic Tour Routes into local scenic corridor system.

Goals and Objectives

Goal:

Provision of aesthetic visual experiences for travelers of the City's street system.

Objectives:

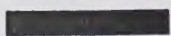
1. Preservation of the aesthetic qualities of designated scenic corridors.
2. Development and application of appropriate standards to regulate the quality of development within designated scenic corridors.
3. Coordination of scenic highways planning and implementation with San Gabriel Valley cities, Los Angeles County and State of California.
4. Integration of scenic corridors into City's streets concept and urban design programs.

ADOPTED AND RECOMMENDED SCENIC ROUTES

LEGEND



Official State Scenic Highway



L.A. County Recommended Scenic Highway
(unofficial)



City Designated Scenic Corridor
(unofficial)

CITY OF PASADENA

N

0 1 2 miles

LOS ANGELES COUNTY

LOS ANGELES COUNTY

WOODBURY ROAD

NEW YORK DRIVE

CITY OF CALIFORNIA

CITY OF SIERRA MADRE

ROSEMEAD BOULEVARD

CITY OF ARCADIA

ROSEMEAD BOULEVARD

SAN GABRIEL BOULEVARD

SIERRA MADRE BOULEVARD

CITY OF SAN MARINO

ROUTE 11 (PASADENA) FREEWAY

CITY OF SOUTH PASADENA

CITY OF ANGELES

ROUTE 138

Scenic Highways

IMPLEMENTATION STRATEGIES AND POLICIES

Strategy 1.0:

Development of a scenic road system which gives a visual impression of Pasadena's character.

Policies:

- 1.1. Preservation of the scenic qualities or environmental character of streets and highways designated on the scenic highway plan shall be a principal consideration in the design of any street improvements or modifications.
- 1.2. The design quality of developments, including signs, abutting designated scenic roads are to be in keeping with the aesthetic character of the scenic corridor.

Programs:

- 1.1. Development of protective land use and design controls to preserve scenic corridors.
- 1.2. Integration with Streets Concepts and Urban Design Programs.

Strategy 2.0:

Achievement of a high design standard for transportation facilities in keeping with their scenic designation.

Policies:

- 2.1. Freeway noise attenuation devices shall be of a character which avoids long, unbroken expanses of vertical walls. Techniques such as varying setbacks, alternative use of materials, color and texture, as well as heavy landscaping shall be considered.
- 2.2. Streets designated as scenic corridors shall receive special consideration in the design of street lighting, signs and other street furniture.

Programs:

- 2.1. Stringent design review of freeway landscaping and noise attenuation wall plans.
- 2.2. Development of design standards for public improvement of streets designated as scenic corridors.

References:

"Pasadena - Street Guide to Scenic, Historical and Cultural Points of Interest", City of Pasadena, Pasadena Chamber of Commerce and Pasadena Beautiful Foundation.

"Cultural Heritage Walks", Cultural Heritage Committee, City of Pasadena.

Scenic Highways

REPLACEMENT FOR STATED OR
AND LOCAL

Section 12

Section 12 of the Highway Act, 1930, provides that the State Government may, by order, declare any highway to be a scenic highway.

Section 12

12. The Government may, by order, declare any highway to be a scenic highway. The order may be made on the recommendation of the State Highway Board or on the recommendation of the State Highway Department.

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Noise

Background

Issues and Problems

In the City of Pasadena there are four major sources of noise:

1. Traffic on the Route 7, Route 110, Route 134, and Route 210 Freeways.
2. Traffic on major arterial streets within the City.
3. Train movements on the AT&SF rail line.
4. Commercial/industrial activities adjacent to residential locations.

Of these, the greatest exposure experienced involve the noise produced by traffic on the freeways where an Ldn of 65 to 85 dB exists at some residential locations. This compromises the welfare of citizens in these areas.

However, with the completion of the sound attenuating wall on the south side of Route 134 Freeway along Colorado Boulevard, about as much as can be done has been carried out to protect residential areas from freeway generated noise.

High volumes of traffic on major arterial streets are certainly a major contributor of the levels of noise found throughout the City. Inasmuch as the City can do little to limit or reduce these volumes, its efforts to minimize their noise impacts must be limited to various mitigation measures. Even these measures are fairly limited in scope for economic as well as aesthetic reasons.

One obvious mitigation measure would be to erect sound attenuating walls or place berms along the front property lines of residences fronting on these major streets. However, this solution would probably not find much community acceptance in addition to the fact that it would violate the Zoning Ordinance with regard to height of walls in the front yard area.

Finally, it would not provide any relief for structures greater than one-story in height. A similar solution used with some success is the utilization of hedges or tall shrubs to provide some screening of noise. This vegetation barrier provides more of a visual rather than acoustical screening of the traffic and is not as effective as a solid wall in actually reducing noise levels.

While there does not appear to be much the City can do to control the exterior noise environment, it can, through its regulatory powers, ensure that interior noise levels are within State mandated levels. The City presently enforces the provisions of Title 25 of the California Administrative Code through its Uniform Building Code. However, due to the lack of supportive data it has been limiting the requirement of an acoustical analysis to only those residential projects falling within 550 feet of the centerline of a freeway. With the noise data provided by this element it will be able to extend this requirement to all residential projects which will be exposed to noise levels in excess of 65 dB.

It is fortunate that the AT&SF rail line is located within the 210 Freeway right-of-way where it passes through residential sections of the City. During most daylight hours noise from train movements is masked to a great extent by freeway traffic noise. However, during periods of relatively low freeway traffic volumes, such as nighttime, very early morning, and weekends, train noise can be heard above the traffic noise and can be a source of irritation.

1. The first part of the paper is devoted to a general discussion of the problem.

2. The second part is devoted to a detailed analysis of the problem.

3. The third part is devoted to a detailed analysis of the problem.

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Noise

While the City has no direct control over the number of train trips which pass through it nor their hours of operation, it can bring to the attention of AT&SF railroad its concerns over the noise problem and request its cooperation in scheduling such trips to minimize their noise impacts on the community.

As previously mentioned, noise from commercial/industrial activities, in general, is not considered excessive. However, this does not imply that noise problems related to certain such activities do not exist. These problems are often heightened by the close proximity of residential areas to commercial and industrial districts. In many areas of the City single and multi-family residences back up to or side on to strip-zoned commercial or industrial properties along major arterial streets.

The two major sources of this type of noise are that produced by the activity itself (auto body and repair shops) and that which is generated by activity associated with a particular use (truck deliveries, customer traffic, etc.). The principal method for controlling these noise sources is through the Zoning Ordinance. Current zoning regulations which require noise producing activities to take place within an enclosed building will be supplemented by additional regulations in the Revised Zoning Ordinance which will limit hours of operations and number of truck trips for new businesses. Other new provisions designed to increase buffering between commercial and industrial districts and abutting residential areas include greater building setbacks, walls and landscaping requirements.

In addition to these major sources there are a number of other sources which contribute to the overall noise environment. The effect of some of these noises on the populace range from minor irritation to outright anger. These include barking dogs, loud audio equipment, defective or modified auto and motorcycle mufflers, airplane and helicopter overflights and emergency sirens. While there is little the City can do to control the last two sources, it can reduce the first three sources through strict enforcement of existing ordinances.

While this Noise Element is focused primarily on non-stationary sources of noise, Pasadena has for some years been addressing stationary noise sources through its Noise Ordinance (Ord. No. 5118 adopted July 3, 1973). This ordinance established maximum permitted noise levels in different parts of the City by time of day. Based on a noise study performed by the Environmental Health Division of the Health Department in 1972 it is enforced by this same division.

Noise

Goals and Objectives

The following section describes the goal and objectives which the City will attempt to achieve in addressing the noise problem, the policies which will guide its actions in this area and suggested means by which it can accomplish its noise objectives.

Goal 1

A reduction in the growth rate of community noise level.

Objectives

1. To integrate noise factors into the land use planning process.
2. To provide mitigation measures for areas exposed to excessive noise levels.
3. To protect those existing areas of the City for which noise environments are found to be acceptable and those locations which the City considered "noise sensitive."
4. To effectuate the reduction of noise from various sources such as motor vehicles, industrial and commercial activities through greater enforcement of existing codes and ordinances.
5. To promote increased public awareness of the effects of noise.

Policies

1. The impact of noise shall be a priority consideration in the siting, design and construction of new developments.
2. Noise characteristics shall be one of the factors considered in City purchasing policies and equipment specifications.
3. Noise sensitive uses are to receive special consideration in decisions affecting the location of noise-generating land uses.
4. An acoustical analysis will be required for new residential developments within the 60 dB Ldn contour of freeways, arterials, thoroughfares and rail lines within the City.
5. Impact of traffic noise in residential areas is to be mitigated to the maximum extent possible.
6. The City shall encourage the enforcement of all state and federal safety and health regulations related to noise (stationary sources) as well as the state vehicle code noise standards (non-stationary sources).

Programs

1. An annual noise monitoring program to measure changes in ambient noise levels.
2. Review of Zoning and Building Codes to tighten control over exterior and interior power and mechanical equipment.
3. Coordination with California Department of Transportation, and Federal and local transportation agencies in developing an overall noise mitigation program.
4. Neighborhood design program to route through traffic away from residential areas.
5. Review of existing truck routes in the City and development of a new truck route plan consistent with neighborhood design principles.

Energy

Introduction

There has been wide-spread public and official concern about future energy supplies. The fundamental problems underlying the projected decrease in the supply and increased costs of traditional energy sources are national and international in scope, but there are significant contributions which can be made by local government. Land use patterns, building standards, growth policy, transportation and intensity of development all directly affect local energy consumption. Efficient use of energy, by both the City and its businesses and residents, can be mandated or encouraged by local government. Alternative energy sources, which can address at least part of the City's needs, can be investigated and developed. Since unlimited supply of relatively low cost energy can no longer be taken for granted, energy considerations need to be evaluated along with other factors that enter into City policies and decisions.

Background

Issues and Problems

1. Convincing energy consumers to utilize energy more efficiently.
2. An aggressive mandatory energy conservation program versus a voluntary, incentive-based program.
3. Added energy demand caused by new development and its ramification on future energy cost and supply.
4. The cost-effectiveness of certain alternate energy sources and energy conservation measures.
5. The City's dependence on nonrenewable energy resources.

Opportunities.

1. An in-house Energy Coordinator and municipally-owned water and power utility as a means of implementing conservation policies and programs.
2. Expanded energy conservation programs directed at the development process and large energy consumers.
3. Increased utilization of Transportation Systems Management strategies.
4. Local utilization of cost-effective alternative energy systems.
5. Consumer education, including at the elementary and secondary school levels.

Energy

Goals and Objectives

Goal 1.0:

New buildings which exceed Title 24 standards and improved energy efficiency of existing buildings.

Objectives:

- 1.1 20 percent of existing buildings weatherized by 1988.
- 1.2 20 percent of existing residential units and 30 percent of existing commercial and industrial buildings to have been energy audited by 1988.
- 1.3 An average 20 percent reduction in BTU's per sq. ft. consumed in 30 percent of existing non-residential (commercial/industrial) buildings by 1988, using an average of energy usage during 1980-1982 as the baseline.
- 1.4 An average 20 percent reduction in BTU's per sq. ft. consumed in 20 percent of existing residential units by 1988, using an average of energy usage during the years 1980-1982 was the baseline.
- 1.5 New buildings to exceed Title 24 standards by an average of 10 percent.

Goal 2.0:

Energy efficient transportation of people and goods.

Objectives

- 2.1 25 percent of total office building space to utilize ridesharing and parking management strategies by 1988.

Goal 3.0

Greater use of energy from alternative sources.

Objectives

- 3.1 30 percent of City electrical energy demand to be met from renewable sources and conservation by 1988.
- 3.2 900 Solar water heating installations to be in operation by 1988.

Energy

IMPLEMENTATION STRATEGIES, POLICIES AND PROGRAMS

Strategy 100.0:

Expanded energy conservation efforts be directed towards encouraging energy efficient new development and increasing the effectiveness of current conservation and weatherization efforts in the public and private sectors.

Policies:

- 101.0** Energy conservation shall merit equal consideration with all other development criteria in the evaluation of development projects.
- 102.0** All new development projects requiring discretionary action by the City and subject to full environmental impact report shall be made to comply with all energy related mitigation measures including TSM (Transportation Systems Management).
- 103.0** The City shall maintain a power rate structure which encourages conservation by its consumers.
- 104.0** The City shall require consideration of solar access to both present and future developments.
- 105.0** The City shall encourage and make maximum use of energy from alternative sources, including, but not limited to utilization and participation in, if economically feasible, small hydro facilities.
- 106.0** The City shall devote not less than the current ratio of its annual power sales revenues to conservation programs.

Programs:

- 100.1** Expansion of the occupancy inspection program to include energy audits. Compliance with recommended improvements is to be voluntary, but audit findings are to be made available to new occupants.
- 100.2** Annual reports to the Board of Directors by the Energy Policy Coordinating Committee on the progress of achieving the objectives of increasing weatherization and reducing BTU consumption by 1988. At the end of FY 1989, the Energy Policy Coordinating Committee will report to the Board as to whether the extent of progress achieved under a voluntary approach warrants the institution of mandatory programs.
- 100.3** Imposition of a condition on City-assisted rehabilitation loan approvals to require applicants of loans for improvements beyond those to meet building code requirements to use an amount not to exceed 6 percent of the loan for every conservation improvements. Improvements necessary would be determined by the City's in-house auditors.
- 100.4** Imposition of a surcharge on power consumption which exceeds the average monthly consumption during the previous year or a multi-tier power rate structure in which unit costs increase in proportion to consumption.

IMPLEMENTATION STRATEGIES, POLICIES AND PROGRAMS

100.5 Adoption of ordinances which will:

- 1) Prohibit Conditions, Covenants and Restrictions (CC&R's) adverse to solar systems;
- 2) Require the dedication of solar easements with new subdivisions (other than condominium conversions); and
- 3) Establishment procedures and guidelines for reviewing all new projects for their effect on solar access to existing and future solar applications on adjacent properties.

100.6 Preparation and implementation of a master plan for the City's internal energy conservation program which addresses all energy using facilities and equipment. It should be based on an incentive program and include energy audits and an implementation schedule with a financing program. The plans should be annually updated to include new cost-effective energy management tactics and financing opportunities. The City's Energy Coordinator would be responsible for providing the coordination and technical assistance for this effort.

100.7 An incentive program for developers to exceed Title 24 energy efficiency standards. Incentives can include, but are not limited to:

- 1) An "Energy Efficiency Rating System," administered by the City's Energy Coordinator, whereby a high rating can be used as a marketing tool.
- 2) Priority processing.

Strategy 200.0:

Development of land use patterns which reduce the need to travel and transportation systems which increase patronage of more energy efficient travel modes.

Policies:

201.0 The City shall encourage energy efficient land development.

202.0 The City shall provide incentives to developers to promote ridesharing and/or the use of public transportation.

Programs:

200.1 Incorporation of incentive provisions in the Zoning Ordinance granting height and density bonuses for mixed use developments.

200.2 Granting of parking variances to developments which utilize transportation or parking management techniques or are located adjacent to public transportation lines.



COMPREHENSIVE GENERAL PLAN

PUBLIC SAFETY

SEISMIC AND SAFETY ELEMENT

Reprinted, September, 1987

Public Safety

This section of the General Plan, consisting of Seismic Safety and Safety, is concerned with the development of appropriate policies and measures designed to mitigate the effects of natural or man-made hazards. As such, they provide policy inputs to physical development so that unnecessary exposure to those hazards can be avoided or minimized. Their purposes are to identify the nature and extent of the hazards, evaluate the risks involved and to design policies and programs to reduce loss of life and property in the event of a major disaster. In addition, this section addresses the growing concern over personal and property security.

Adoption Date

Seismic and Safety Element

September 16, 1975
(Resolution No. 2647)

Seismic and Safety

Introduction

Seismic safety consists of identification and appraisal of seismic hazards such as susceptibility to surface ruptures from faulting, ground shaking, and ground failures and the design of policies and programs to minimize their impact on present and future development.

The objective of the Safety portion of this section is to promote a secure environment for Pasadena residents and to reduce loss of life, injuries, damage to property, and economic and social dislocation resulting from fire and geologic occurrences.

Background

Issues and Problems

1. Protection of life and property in a seismic event.
2. Reinforcement or removal of unreinforced masonry structures and other buildings constructed before adoption of seismic design standards.
3. Need for operational public facilities systems (water, sewage, gas, electrical) and public safety systems (police, fire and civil defense) immediately after a seismic event.
4. Development of controls for future development to minimize exposure to seismic hazards relative to an adopted level of acceptable risk.
5. Protection of life, property and environment against the potential hazards of flooding, urban and brush fires.
6. Protection of life and property in regard to non-seismic related geologic hazards (slope instability, general subsidence, erosion and landslides).
7. Emergency preparedness including possible evacuation in the event of a major disaster.
8. Crime and personal security.
9. Every change in land use may create a change in the demand for security services.

Opportunities

1. Exposure to seismic hazards can be minimized through development controls.
2. The Downtown Redevelopment Project presents an opportunity to remove or rehabilitate unreinforced masonry buildings in CBD prone to seismic damage.
3. Emergency Operating Plan already exists under City Civil Defense Program.
4. Building and population densities are relatively low reducing chances of major conflagration and casualties.
5. Growing concern over crime and increased interest in its prevention.

SEISMIC HAZARDS

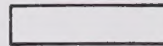
SOILS

- A Thick Alluvium
- B Thin Alluvium
(Less than 200 feet thick)
- C Bedrock

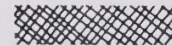
SLOPE INSTABILITY

- 1 Low
- 2 Moderate
- 3 High
- A1 Alluvial zone modified to show
area of potential liquefaction

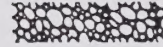
Boundary of ground shaking zone based
on soil and bedrock characteristics



A



C1



A1

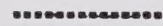


C3



B

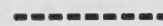
FAULTING



Trace of fault



Buried fault



Boundary of hazard management
zone which delineates area that
may be subject to ground rupture

CITY OF PASADENA



0

1

2 miles

LOS ANGELES COUNTY

RODBURY ROAD

NEW YORK DRIVE

BOULEVARD

BOULEVARD

BOULEVARD

BOULEVARD

BOULEVARD

BOULEVARD

BOULEVARD

BOULEVARD

BOULEVARD

BOULEVARD

BOULEVARD

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BOULEVARD

Source: Public Safety and Seismic Safety Elements
Policy Report, Envicom Corp., May, 1975

FLOOD AND FIRE HAZARD AREAS

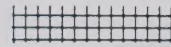
FLOOD INUNDATION AREAS



Devils Gate Dam



Eaton Wash



Morris S. Jones Reservoir

FIRE HAZARDS



Extremely High Fire Hazard

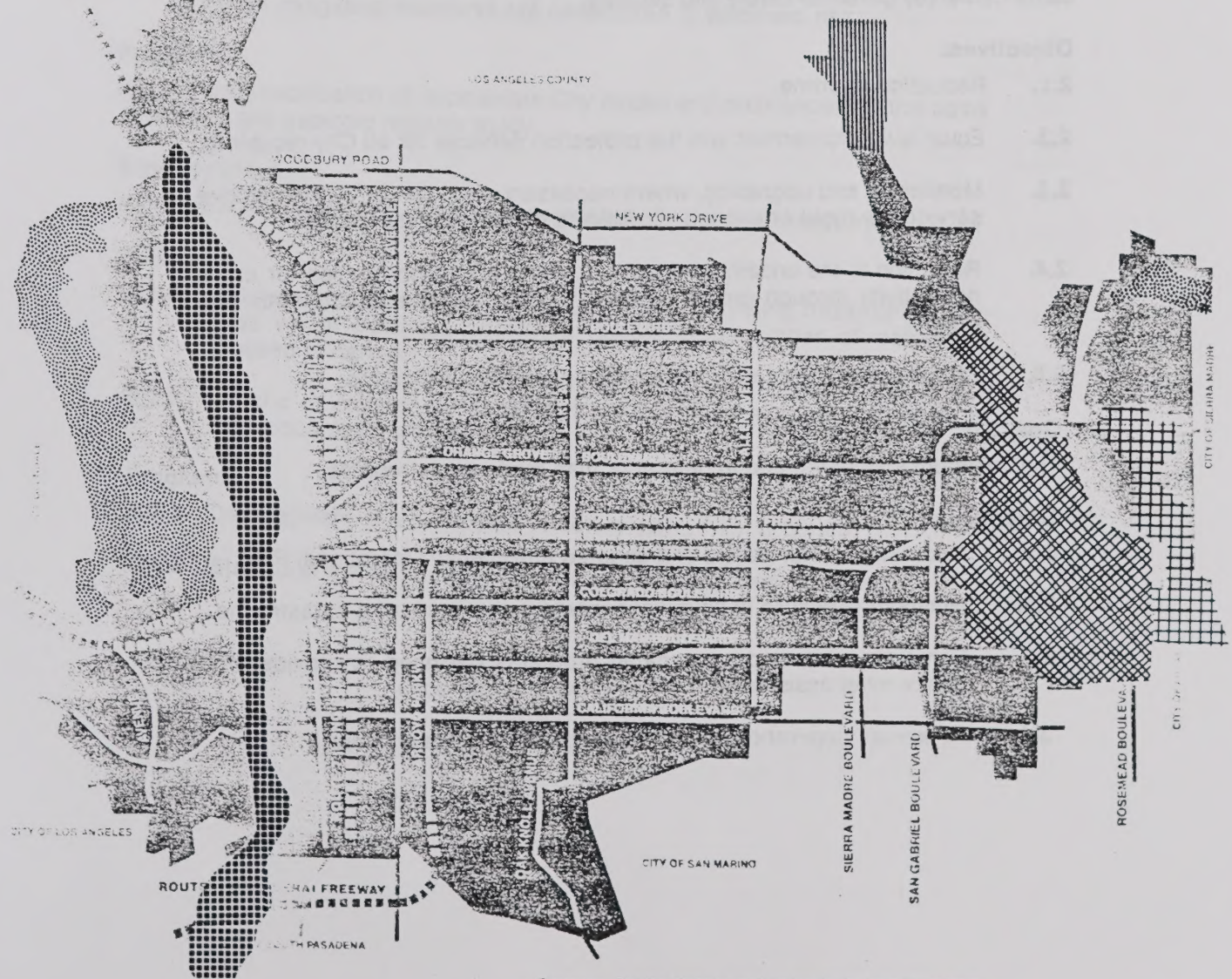


High Fire Hazard



Low Fire Hazard

CITY OF PASADENA



Source: Public Safety and Seismic Safety Elements
Policy Report, Envicom Corp., May, 1975

Seismic and Safety

Goals and Objectives

Goal 1.0:

Reduction of exposure to economic, social and environmental losses resulting from seismic or geologic activity.

Objectives:

- 1.1. Definition of the level of acceptable risk the City is willing to undertake in dealing with seismically hazardous structures.
- 1.2. Reduction of seismic risks associated with seismically hazardous structures through reinforcement or removal.
- 1.3. Avoidance of unnecessary exposure to seismic hazards by restricting new developments in the vicinity of active and potentially active fault zones.
- 1.4. Continued operation of vital facilities after an earthquake.

Goal 2.0:

The achievement and maintenance of an environment in which Pasadena residents can enjoy personal safety and security.

Objectives:

- 2.1. Reduction in crime.
- 2.2. Equal law enforcement and fire protection services for all City residents.
- 2.3. Monitoring and upgrading, where necessary, the level of City protective services to meet or exceed established community standards.
- 2.4. Reduction in the underlying causes of crime and opportunities for criminal activity through proper physical design, social and economic programs.
- 2.5. Citizen involvement in crime and fire prevention programs.

Goal 3.0:

The minimum loss of life due to natural or man-made catastrophes.

Objectives:

- 3.1. A continually maintained and updated Emergency Operational Plan.
- 3.2. Minimum exposure to potential hazards in the event of a catastrophe.
- 3.3. Comprehensive and coordinated programs designed to provide emergency relief assistance in the event of a catastrophe.
- 3.4. Regional cooperation in emergency preparedness planning.

Seismic and Safety

IMPLEMENTATION STRATEGIES AND POLICIES

Strategy 100.0:

Prevention of avoidable exposure to seismic and geologic hazards.

Policies:

- 101.0 Appropriate City codes and ordinances shall be reviewed and modified, where necessary, to reflect anticipated seismic conditions resulting from future earthquakes.
- 102.0 Prohibition of construction other than single-family residential within known active fault zones unless approved by a certified engineering geologist.
- 103.0 Seismic requirements shall warrant paramount consideration in the location and design of critical public facilities.
- 104.0 Prohibition of development in geologically hazardous areas, unless sufficient mitigating measures are undertaken to eliminate risk.

Program:

Review and modification of appropriate City codes and ordinances on the basis of seismic and geologic hazards study.

Strategy 200.0:

Removal or reinforcement of existing seismically hazardous structures.

Policies:

- 201.0 Adoption of an approach to the abatement of existing hazardous structures which balances economic factors with number of occupants exposed to danger.
- 202.0 Historic or cultural significance to be a consideration in abatement of hazardous structural conditions.

Programs:

- 200.1 Development of a hazardous structure abatement program.
- 200.2 Structural review of public facilities constructed prior to 1946.

Seismic and Safety

Strategy 300.0:

Emergency Preparedness.

Policies:

- 301.0 State implementation of strong motion instrumentation program shall be supported.
- 302.0 The City's Emergency Operations Plan shall be kept in a continued state of readiness.
- 303.0 Improvement in the citizen's awareness of seismic and other public safety problems shall be a key aspect of City's emergency preparedness program.
- 304.0 A high quality of fire service consistent with cost effectiveness to the City and the Citizen should be maintained.
- 305.0 Continued support of mutual assistance agreements between City Fire Department, Los Angeles County and U.S. Forest Service for fire suppression.
- 306.0 Codes and ordinances dealing with fire safety and hazardous housing and building conditions shall be continually reviewed and strengthened.

Programs:

- 300.1 Training exercises in emergency operations.
- 300.2 Public information program on seismic and public safety problems and programs.
- 300.3 Strict code enforcement to reduce urban fires cause by violations of code sections related to fire safety.
- 300.4 Reduction of fire hazards in extreme and high fire risk areas through weed and brush removal and planting of fire retardant materials.
- 300.5 Upgrading of older, high occupancy structures to conform to latest fire code regulations.

Seismic and Safety

Strategy 400.0:

To reduce crime rate in the community through appropriate application of law enforcement resources, citizen education and support of crime prevention programs.

Policies:

- 401.0 Maintenance or expansion of the level of law enforcement activities required to achieve a reduction in the crime rate.
- 402.0 To seek citizen involvement in the development of crime prevention and control programs.
- 403.0 To continually explore means of improving operational methods, reducing response time and achieving the most efficient and effective use of law enforcement resources.
- 404.0 To press for improvements in the criminal justice system which support crime reduction efforts.
- 405.0 To focus efforts on improving personal and property security in the City.

Programs:

- 400.1 Crime alert and other citizen education programs.
- 400.2 Extended community relations to include outreach programs in neighborhoods.

Reference:

"Public Safety and Seismic Safety Elements - Comprehensive General Plan of Pasadena", Envicom, Inc., (Sherman Oaks, Calif. - May, 1975).

Abstracts

Abstracts of Publications

The following abstracts are from the journal "Environmental Science and Technology" and are related to the topic of "Environmental Science and Technology".

Abstracts of Publications

Abstracts of Publications

Abstracts of Publications

Abstracts of Publications

Abstracts of Publications

Abstracts of Publications

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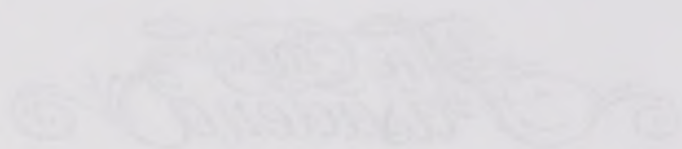
Abstracts of Publications



COMPREHENSIVE GENERAL PLAN

GENERAL IMPLEMENTATION

Reprinted September, 1987



COMPREHENSIVE GENERAL PLAN

GENERAL IMPLEMENTATION

Approved by the Board of Directors

General Implementation Program

Implementation of the General Plan has, in the past, been traditionally carried out through the application of certain police powers and public investments in capital facilities. In addition, with respect to land use development implementation has generally been left to the private market place. Local government assumed a passive role by just ensuring that development was consistent with the locations, standards and policy guidelines established in the Plan.

However, in recent years local government, and in particular Pasadena, has taken on a more active role in aggressively seeking out particular developments which would fulfill its development objectives. Perhaps, the most significant implementation tool at its disposal under this new role has been the redevelopment process.

Finally, the advent of federal revenue sharing and block grant programs has given cities, such as Pasadena, an opportunity to develop individualized implementation programs tailored to meet their own particular needs.

Incremental development and plan implementation decisions take a variety of forms, including zoning changes, variances and use permits, street widenings, sub-division approvals, public building construction or modification and approval of Capital Program expenditures and other federal or state programs such as Community Development Block Grants.

Making findings for day-to-day decisions in terms of General Plan consistency requires that an efficient process be followed for:

1. Determining which types of decisions should be subject to review for General Plan consistency;
2. Determining which General Plan policies are applicable to a given decision; and
3. Achieving a balance between the applicable policies.

The following policies represent the City's policy relating to these three issues.

APPLICABILITY OF THE GENERAL PLAN

Policy A:

The following shall be reviewed for General Plan consistency where applicable:

1. Zone changes, variances, and use permits;
2. Subdivision changes;
3. Street modifications;
4. Public building modifications or new construction;
5. Redevelopment plans;
6. Specific plans;
7. Designs for development of the redevelopment program;
8. The capital program; and
9. Grant applications for state or federal funds.

General Implementation Program

Policy B:

Agencies or individuals responsible for preparation of these plans shall be notified of the City's concern for General Plan consistency and shall be asked to address the General Plan policies in the documents appropriate to their area of responsibility.

DETERMINATION OF APPLICABLE POLICIES FROM THE GENERAL PLAN

Policy C:

When preparing the above documents for review and action by the Planning Commission and Board of Directors, the Agencies or individuals requesting the action or decision shall:

1. Complete a policy applicability matrix provided by the Department of Community Development;
2. Explain reasons why no applicable designation is indicated; and
3. Indicate where applicable General Plan policies are in conformity or conflict with the particular proposal.

DETERMINATION OF POLICY BALANCE

Policy D:

Maintaining and enhancing the unique qualities of Pasadena can result equally from either a few major-sized developments or programs or many minor-sized developments or programs. Under this consideration, plan proposals should demonstrate a creative approach to achieving as many of the General Plan goals, objectives and implementation policies as possible and, in particular, should:

1. Define the proposed balance of policies for the plan proposed;
2. Demonstrate what alternatives have been explored and the balance of policies they would have achieved; and
3. Describe how the proposal relates to and supports the uniqueness of Pasadena.

It is recognized that there may be potential conflicts between different General Plan policies related to a given issue. Decisions on these issues may involve policy trade-offs or balancing of priorities. Under this approach a decision would be based on a balanced or overall effect rather than whether the decision was consistent with each and every applicable General Plan policy.

General Implementation Program

Policy E:

The cumulative effect of incremental decisions on individual plans and proposals shall also be assessed in determining Policy Balance, as defined above and in the Plan.

MAJOR TOOLS OF PLAN IMPLEMENTATION

Zoning

Zoning has long been a traditional tool in implementing general plans. However, it should be pointed out that zoning, per se, does not automatically produce development. Rather, it establishes a climate in which certain desired development is encouraged to take place. In order for zoning to be effective, it must be realistically tied to economic demand for a given land use at a particular location.

To make the most effective use of the zoning tool, it is intended to undertake a comprehensive zoning review program to bring the City's zoning pattern in conformance with the goals and policies of the General Plan. The review would include updating zoning ordinance provisions to reflect current development trends.

Citizen Participation

Public participation and community involvement in the planning process is not only a desirable policy, but can also play an important role in plan implementation. The success of any plan can be measured to a large extent by its acceptance and support by the affected public. This support, in turn, is most often determined by the degree of public participation in the planning and decision-making process.

It is the expressed intent of this plan that citizen participation will play a key role in its continued development and implementation.

Means by which citizen participation can be facilitated and encouraged include:

1. Arranging meetings and hearings at hours convenient to great majority of residents and holding such meetings in different parts of the City.
2. Questionnaires using the media, utility bill mailings or direct opinion surveys.
3. City hall or library suggestion boxes.
4. Provision of adequate notice well in advance of upcoming public meetings.
5. Staff workshops and other informal presentations for educational purposes.
6. Creation of ad hoc citizen committees and neighborhood organizations.

To be effective and meaningful citizen participation needs to be informed, structured and relevant to the discussion. Education of citizens as to the issues involved is the key to a successful citizen participation process.

General Implementation Program

Capital and Operating Program Budgets

Capital improvements play both a direct and indirect role in General Plan implementation. The provision of capital facilities and improvements, in themselves, represent direct effectuation of those plan elements which call for the development of such facilities. Certain capital improvements also have the effect of promoting desired development by providing the necessary supportive facilities and services. However, the development inducing effect of capital improvements varies with the city's particular state of development. In the case of Pasadena this effect is less pronounced than is the case with newer, developing communities.

The plan intends to take maximum advantage of the capital improvements programming process by tying it very closely to the development strategy outlined in the Land Use section.

Also becoming an increasingly important factor in plan implementation is the operation budget by which the level of services provided by the City is established. This is particularly true in the cases of housing and neighborhood enhancement, employment and social services, areas in which the City is becoming increasingly involved. In such cases the level of program funding becomes a key determinant of plan implementation.

Redevelopment

Due to the built-up nature of Pasadena the redevelopment process will be taking on increasing importance as a plan implementation tool. Over the years the thrust of the redevelopment process has been undergoing change from that of a remedial instrument for the elimination of blighted conditions to one of promoting new development. Because of its inherent powers and financing mechanisms, it has become a most effective means of implementing many of the City's development objectives, as evidenced by its Downtown Redevelopment Project.

With the completion of federally-supported redevelopment projects in the near future, new redevelopment projects will need to be either financially self-supporting or supported by Community Development Block Grant resources. The redevelopment process, coupled with an aggressive economic development program promises to remain a major method of implementing particular aspects of the General Plan.

Revenue Sharing and Block Grant Programs

One of the newest tools made available to local governments for implementing their general plans are revenue resources provided by the federal government through its concept of "New Federalism". With the exception of General Revenue Sharing, these resources do not represent new revenues but a compilation of former categorical grant aid programs which have previously been available to cities. Despite this, they represent an opportunity for the City to utilize these resources in a comprehensive manner to implement portions of its General Plan.

General Plan areas which can effectively utilize these resources for implementation programs include, land use, public facilities, economic development, social, employment, neighborhood enhancement, housing, historic and cultural preservation and open space.

General Implementation Program

PRIORITY AREAS FOR IMPLEMENTATION

The preceding plan sections illustrate the range of planning concerns addressed by the General Plan. Each section proposed several programs designed to achieve its objectives. Limitations of time and resources dictate that these programs need to be ranked in terms of their relative importance in fulfilling overall community development objectives.

The following priority areas for implementation are based on the criterion of keeping the City's basic functions and activities in a sound and viable state. These are broad programmatic areas rather than exclusive groupings of plan sections found in the Plan. For instance, the area of economic development may include programs from other related sections such as land use or circulation.

Housing and Neighborhood Enhancement

The character or image of a community is most often interpreted in terms of its quality of housing. Its condition also determines, to a great extent, the degree of social and economic problems found within the community. Therefore, the provision and maintenance of sound and adequate housing is a primary concern. Included in this area are the preservation of sound neighborhoods and reversal of neighborhood decline. Housing and neighborhoods are so inter-related that one cannot be treated outside the context of the other.

Economic Development

The importance of economic development lies in the fact that it provides much of the resources for the level of services provided by the City. In addition to actual revenues, local economic development also yields employment opportunities for residents, as well as greater participation in and thereby benefits derived from the regional economy.

Transportation

Transportation, or the movement of people and goods, is a vital factor in the community development process. Residential and economic activities cannot function adequately without an efficient transportation system. In addition, increasing environmental requirements are mandating the development of more efficient and less polluting transportation systems.

Historic Preservation

Preservation and enhancement of Pasadena's historic and cultural qualities is a key to maintaining and improving the City's desirability as a place to live and competitive position in the marketplace. Public awareness of these critical relationships must be increased and policies to sensitively blend old and new development should be implemented. Improvements to the circulation system, development and neighborhood renewal programs will be key elements in this process.

Implementation of the remaining plan sections are to be placed in context with the foregoing priority areas. Those programs which have direct relevance will be included in the development of overall program packages in these areas.

General Implementation Program

PLAN REVIEW AND EVALUATION

The basic underlying concept behind this General Plan is that the Plan is but one part of a continuous planning process. This process requires the Plan to be continually reviewed on a systematic and timely basis. Such a review would measure progress toward achievement of Plan goals, evaluate program performance and feed the results back into the planning process. It would also provide an opportunity to review and reevaluate Plan objectives and policies in light of trends and new opportunities. In this manner, each succeeding review of the General Plan would provide for further refinement of the Plan, as well as keeping it up to date and relevant.

The review and evaluation process requires the development of measurable objectives, criteria for evaluating program performance, and a program for assuring community input at all phases of the planning process. In this initial step of the General Plan development program, the objectives are admittedly generalized and difficult to quantify, if at all. However, in each succeeding review of the plan, with the aid of background technical reports greater insight into problem quantification can produce measurable objectives.

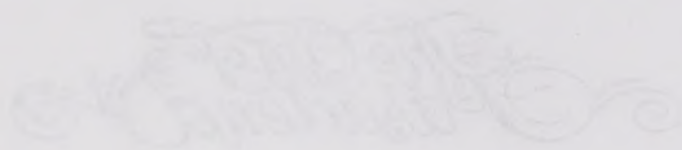


COMPREHENSIVE GENERAL PLAN

ENVIRONMENTAL DOCUMENTATION

CITY OF PASADENA, CALIFORNIA

ADOPTED: OCTOBER 1977, REPRINTED SEPTEMBER, 1987



COMPREHENSIVE GENERAL PLAN

ENVIRONMENTAL DOCUMENTATION

CITY OF WASHINGTON, DISTRICT OF COLUMBIA
APPROVED OCTOBER 1971, REAPPROVED SEPTEMBER 1981

Environmental Documents

The following documents or actions taken by the City of Pasadena are in fulfillment of the requirements of California Environmental Quality Act.

GENERAL PLAN ELEMENT

ENVIRONMENTAL IMPACT REPORT OR ACTION

Public Facilities, Urban Design, Historic and Cultural Resources.

"Environmental Impact Report for the Physical Development Elements of the General Plan," Development and Zoning Division. Community Development Department, October 15, 1975 (adopted by Board of Directors on November 25, 1975).

Seismic and Safety

"Environmental Impact Reports for the Proposed Seismic, Safety, Noise and Scenic Highways Elements," Development and Zoning Division. September 5, 1975 (adopted by Board of Directors on September 16, 1975).

Social, Economic Development, Employment, Housing, Neighborhood Enhancement, Open Space, Conservation, Community Development Framework and General Implementation Program.

Negative Declaration dated October 21, 1975 filed with the County Clerk on November 6, 1975.

Land Use and Mobility Elements

"Environmental Impact Report for the Land Use and Mobility Elements is available for review at the Planning and Permitting Department. Draft Land Use and Mobility Elements approved by City Council on September 22, 1992. Environmental Impact Report certified by the City Council on May 16, 1994.

Environmental Record

AMENDMENT TO LAND USE ELEMENT SEPTEMBER 21, 1976

C.E.Q.A. ARTICLE 9 CONSIDERATIONS

Project Description

Amendment of the Land Use Element of the General Plan incorporating revised land use classifications, revisions to the Generalized Land Use Map and incorporation of findings and recommendations contained in the four background reports into the textural body of the element. These amendments represent a further refinement and development under Cycle I of the General Plan Program.

The proposed amendments address the following goal and objectives.

Goal 1.0:

Maximum social and economic benefits from development of City's land use resources.

Objectives:

- 1.1. Provision of land for future development without sacrificing the character of Pasadena and the qualities identified with it.
- 1.2. Land use patterns consistent with the circulation network and availability of public facilities.
- 1.3. A balance between the City's social, cultural and economic needs and environmental considerations in the allocation of its land resources.

The attainment of these objectives necessitates the consideration of the following:

1. Alternative strategies in defining the City's land use policies.
2. The various environmental implications of proposed land use policies.
3. Implementation programs necessary to carry out land use policies.

Environmental Setting

In the development of proposed amendments to the Land Use Element, a series of reports entitled, "Preliminary General Plan Background Report", prepared for Residential, Commercial, Industrial and Institutional land uses in Pasadena serves to define land use problems, economic and physical development issues and generally provides a description of the environmental setting as it relates to the existing land use pattern in the City. In regard to the California Environmental Quality Act (CEQA), these reports satisfy (by reference) the requirement for the description of the environmental setting as defined under Article 9 of the Guidelines.

Environmental Record

Environmental Impact of the Proposed Population Alternative

The adoption of the proposed amendments will, through its various forms of implementation described in the Land Use Elements, set the stage for a number of impacts. These impacts will, for the most part, occur as various reclassifications in zoning are implemented to bring the Zoning Map in conformance with the amended Generalized Land Use Plan. Additional impacts will occur as a result of recommended modifications to the present Zoning Ordinance.

While any specific changes in zoning to implement the proposed land use changes will require independent environmental consideration, the following general impacts can be discussed at this time.

1. Land Use

The present quantity and spatial distribution of proposed land uses shown on the Generalized Land Use Plan were basically developed in 1962 when the original General Plan of the City was adopted. As such, it was predicated on certain growth and development assumptions which have since proven to be erroneous. In spite of new information and fourteen years of experience with land development trends, the Generalized Land Use Plan remains basically in its 1962 adopted form.

The foremost problem of the present Generalized Land Use Plan is its population holding capacity in relation to projected future population growth. This point was well described in the environmental documentation prepared for population policy segment of the land use element.

General Plan Program Cycle II - Land Use Element. Similar excesses presently exist in the amount of proposed commercial and industrial land uses, in particular that type of industrial land use category known as Research and Development. These residential, commercial and industrial land use allocations were predicated on the continuation of the significant population and economic growth which occurred in the 1950's and into the early 1960's. The latter part of the 1960's and the first half of the 70's has seen a dramatic reversal of this growth trend.

The major land use impact will then be one of reduction in the intensity of permitted residential densities and change in land use classifications of areas which no longer have potential for being developed to their presently proposed use. The primary objective of these changes is to bring the Generalized Land Use Plan in conformance with existing development and realistic potential for future growth.

The environmental impact of the proposed land use changes is minimal, if any. All of the proposed changes either reflect an existing land use pattern which is not likely to change in the foreseeable future or reduces the potential for any possible future intensification. With one exception, no area is being proposed for change to a more intensive land use than is presently planned. The one exception is the Walnut Street area between Hill and Allen Avenues. This area is being proposed to be changed from Medium Density Residential to Commercial. This change reflects the existing commercial development along Walnut Street, as well as the lack of any potential for residential development on this street.

These changes will have beneficial impacts on the City for the following reasons:

- a. It would provide for realistic zoning which truly reflect the existing land use and development potential.

Environmental Record

- b. It would discourage speculation with all of its adverse effects.
- c. It would stabilize single family areas presently shown for redevelopment to more intensive uses, but without any real potential, by removing the uncertainty over the continuance of their present single family character.

2. Economics

The proposed amendments to the Land Use Element would produce the following economic impacts.

- a. Future capital improvement programs would be based on a realistic General Plan. Cost savings would accrue from eliminating capital projects not needed to support an unrealistic future population level or the level of development originally anticipated but no longer viable.
- b. Any potential loss of single family residential land values from reduction of their reuse potential would be more than offset by the increase in the value of the improvements due to the removal of the cloud of uncertainty caused by presently proposed land use classifications. This would result in increased home maintenance and owner-residency, greater lender confidence resulting in increased in-flow of mortgage and rehab funds and reduction in cost of services associated with declining areas.
- c. Greater investor confidence in a City that (1) has a realistic assessment of its development potential, (2) is making a concerted effort to solve its housing problems (partially through these proposed changes) and (3) has identified its land use problems and has defined specific strategies and programs to deal with them.

3. Urban Design

The proposed amendments would support urban design efforts through focusing future development in already established activity areas, thus reinforcing them. It would also create closer relationships between future land use and existing transportation and community facilities. Finally, some of the recommendations incorporated in the Land Use Element amendments call for greater improvement in the physical environment including street beautification, building rehabilitation and sign controls.

4. Social

Social impacts will occur in residential areas affected by the proposed amendments as improvements in neighborhood stability. These beneficial impacts will occur in single-family residential areas which are being proposed to remain in their present use. Removal of the threat of potential change to the existing character of these areas represented by the present proposed land use classifications will promote improved neighborhood image and less housing turnover resulting in greater social cohesiveness.

5. Services

While the total impact of the proposed amendments to the Generalized Land Use Plan on public services cannot be accurately quantified at this time, the following generalizations would apply:

- a. The recommended amendments do not propose any intensifications of existing residential densities or levels of commercial or industrial activity. The amendments either reflect the existing land use or propose a lowering of the potential population holding capacity. This implies a lessening of future public service requirements as they relate to anticipated population growth. It also implies a lowering of future capital requirements needed to support the revised Plan's smaller population holding capacity.
- b. On the other hand, the revised Plan's emphasis on preserving existing single family neighborhoods may require an increase in current levels of services being provided to these areas in order to maintain their continued viability. Code enforcement and police protection would be two such services which have a direct effect on neighborhood quality.

Adverse Effects and Mitigation Measures

The adoption of the revised Land Use Element and Generalized Land Use Plan, in and of themselves, do not infer any adverse impacts. On the contrary, they represent a mitigative tool by which the City can correct the adverse results of previous General Plan policies and implementation actions. By bringing the Generalized Land Use Plan closer in conformance with existing land use patterns and realistic future development potential, the negative effects of unsupportable land use allocations and unrealized expectations can be mitigated and reversed.

Alternatives to the Proposed Action

There were three basic alternatives considered in developing the proposed amendments to the Generalized Land Use Plan. They were:

1. **No Change** - This alternative was rejected, because the present plan:
 - a. Has not undergone a major revision or updating since its original adoption in 1962.
 - b. Is based on an unrealistic population growth forecast.
 - c. Does not reflect current economic market trends, more recent population projections and community desires as expressed through Community Goals program.
 - d. Suffers from loss of credibility because it reflects unrealistic trends and projections.

Environmental Record

2. **Intensification of Presently Proposed Land Use Allocations** - This alternative was rejected because:
 - a. If the present land use allocations cannot be economically justified, then any intensification of these uses would be further unsupported.
 - b. This alternative would further promote the negative effects of a plan based on unrealistic expectations.
 - c. This alternative would be contrary to expressed community desires.
3. **Correlation of Generalized Land Use Plan with Current Population and Development Trends** - This alternative was selected for the reasons stated in this report.

The Relationship Between Short-Term Uses of Man's Environment and the Maintenance and Enhancement of Long-Term Productivity.

The proposed amendments to the Land Use Element are intended to enhance the relationship between local short-term uses of man's environment and the maintenance and enhancement of long-term productivity by establishing land use policies which are basically directed toward strengthening and preservation of existing residential areas and improvement of existing commercial and industrial areas. These amendments also aid in discouraging indiscriminate and unneeded development on a short-term basis by establishing a land use pattern which is closely tied to market demand and potential population growth. The amendments are also directed toward improving the productivity of the City's land uses by promoting the elimination of speculation and encouraging more efficient use of its limited land resources.

Irreversible Environmental Changes Which Would be Involved Should the Proposed Alternative be Implemented

See Growth Inducing Impact

The Growth Inducing Impact of the Proposed Alternative

The purpose and intent of the proposed amendments to the Land Use Element are not to induce growth but to provide for growth only to the extent justified by current projections of population and economic activity. Moreover, the amendments propose a reduction in the population holding capacity of the City as a means to limit future population growth. Specific amendments call for a reduction in permitted residential densities and retention of current levels of economic activity in most parts of the City. However, certain parts of the City, notably the Central Business District, are being recommended for more intensive development. These recommendations are in keeping with the development phasing strategy adopted under Cycle I of General Plan amendments.

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